SPC - Housing Study

Excerpt from letter to Mrs. McKoy from
The Reverend Mr. H. Brent Schaeffer, Chairman of
Mississippi Division, dtd June 28, 1948:

"The pamphlets on 'Housing' have been received and are being mailed to newspaper editors as desired."

SRC - Housing Study

COUNCIL OF SOCIAL AGENCIES

of

DADE COUNTY

127 N. W. 2nd STREET TELEPHONE [redacted] 82-2705
MIAMI 36, FLORIDA

BOARD OF DIRECTORS

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EXECUTIVE DIRECTOR

June 25, 1948

RECEIVED
JUN 28 1948
Southern Regional Council

Dr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Dr. Mitchell:

Thank you very much for both of your letters. I am sorry that we got our wires crossed here but we do appreciate your sending the study on to us, and I am sure that we shall find it of great value in our community planning.

Yours very truly,

Kathren McKinney

(Miss) Kathren McKinney
Research Director

McK/s

SRC - Housing Study

COL. WALTER C. PIPER, President Emeritus.

WM. G. GARDINER, Attorney

FLORIDA ASSOCIATION OF REALTORS

(The State Association representing Realtors who are Members of Local Boards)

ORLANDO, FLORIDA

June 18, 1948

RECEIVED
JUN 21 1948
Southern Regional Council

OFFICE OF THE
EXECUTIVE SECRETARY

Mr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Thank you so much for sending me the pamphlet on "Housing in the South." This is something I am definitely interested in from my own standpoint as well as the fact that Mr. Dunham is an architect. I am sure we shall both gain valuable information.

Sincerely,

Violet Dunham

Violet Dunham, Executive Secretary

VD.w

SRC - Housing Study

COLIN ENGLISH
SUPERINTENDENT

STATE OF FLORIDA
DEPARTMENT OF EDUCATION

TALLAHASSEE

June 16, 1948

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Thank you for your letter of June 4 and the pamphlet on Housing in the South.

Sincerely yours,

D. E. Williams

D. E. Williams
Supervisor of Instruction

DEW:CDL

RECEIVED
JUN 18 1948
Southern Regional Council

SRC - Housing Study

FRED W. STAENGLE,
PRESIDENT
713 SCOTT ST.
COVINGTON, KENTUCKY

D. T. NICKELL,
1ST VICE PRESIDENT
1208 WINCHESTER AVE.
ASHLAND, KENTUCKY

G. A. BARNES,
2ND VICE PRESIDENT
SOMERSET, KENTUCKY

BARNEY TREACY,
3D VICE PRESIDENT
135 W. SHORT STREET
LEXINGTON, KENTUCKY

RUTH E. DILLON,
EXECUTIVE SECRETARY
610 WEST JEFFERSON
LOUISVILLE, KENTUCKY

KENTUCKY REAL ESTATE ASSOCIATION

An Association of REALTORS throughout Kentucky

June 15, 1948.

RECEIVED
JUN 17 1948
Southern Regional Council

Mr. George S. Mitchell, Executive Director,
Southern Regional Council, Inc.,
Room 432, 63 Auburn Avenue, N. E.,
Atlanta 2, Georgia.

Dear Mr. Mitchell:

Thank you for the copy of your latest pamphlet on housing in the South.

It is very interesting and we shall keep it in our files for reference from time to time.

Very truly yours,

KENTUCKY REAL ESTATE ASSOCIATION

Ruth E. Dillon

Ruth E. Dillon,
Executive Secretary

RED:jc

SRC - Housing Study

Congress of Industrial Organizations

LOUISIANA OFFICE
RAymond 5265-66 544 Camp Street Post Office Box 41
New Orleans 12, Louisiana

FRED C. PIEPER
State Director

June 14, 1948

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N. E.
Atlanta 5, Georgia

Dear George:

Thank you very much for your June 8 letter and the pamphlet on housing.

Should we need any additional copies we'll get in touch with you.

Best regards.

Sincerely yours,

Fred

F. C. Pieper
State Director

fcp/v

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JUN 16 1948
Southern Regional Council

SRC - Housing Study

COMMUNITY WORKSHOP ASSOCIATION

INCORPORATED

THE DOROTHY RUNDLE FOUNDATION

WORK-SERVICE TRAINING FOR LEADERS

IN

COMMUNITY COOPERATION, HEALTH, HOME IMPROVEMENTS, RURAL INDUSTRY, AND OTHER LIFE NEEDS OF UNDERPRIVILEGED PEOPLE

OFFICE OF THE DIRECTOR
WILLIS T. SPIVEY

BABSON PARK, FLORIDA

RECEIVED
JUN 15 1948
Southern Regional Council

June 12, 1948

Mr. George S. Mitchell
Southern Regional Council
Room 432 Auburn
63 Auburn Ave., N.E.
Atlanta, Ga.

Dear Mr. Mitchell:

Thank you very much for sending us your interesting pamphlet on housing in the South.

Since we are organizing a new center here in Florida, Christian Service Training Center, we can, more than ever, make use of all such materials.

Again, thank you for thinking of us.

Sincerely,

Willis T. Spivey

Willis T. Spivey

UNTIL WE SHOW THE HUNGRY HALF OF THE WORLD'S PEOPLE HOW TO MEET BASIC LIFE NEEDS, THEY WILL NEVER PRACTICE THE CHRISTIAN FELLOWSHIP ON WHICH PEACE AND WORLD SURVIVAL DEPEND

CAREY E. HAIGLER
STATE DIRECTOR, ALABAMA-FLORIDA

SRC - Housing Study

PHONE 8-3319

RECEIVED
JUN 14 1948
Southern Regional Council

Organizing Committee

209 RAMSAY-McCORMACK BLDG.
BIRMINGHAM 8, ALA.

VAN A. BITTNER
NATIONAL DIRECTOR

SHERMAN H. DALRYMPLE
SECRETARY-TREASURER

June 11, 1948

Mr. George Mitchell, Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

I wish to acknowledge receipt of your letter of June 8 and the enclosed pamphlet on housing in the South.

I had already received a copy and read it with interest. Frankly, I would like to make a general distribution among local unions of the CIO in the state, but we just completed an expensive state convention in Montgomery and I don't know how our finances are at the present time.

With all good wishes.

Sincerely and fraternally,

Carey E. Haigler

Carey E. Haigler
State Director

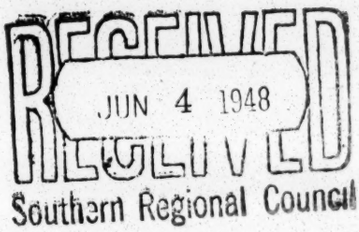
CEH/ww

SRC - Housing Study

EXECUTIVE DEPARTMENT
AUSTIN, TEXAS

BEAUFORD H. JESTER
GOVERNOR

June 2, 1948



Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Thank you very kindly for your letter of May 14th together with the enclosed brochure entitled "Housing in the South". I have read the particular pages which you called to my attention and I am anticipating an opportunity to read carefully the entire brochure as it appears to be most interesting and informational.

With best wishes, Iam

Sincerely yours,

Beauford H. Jester

SPC - Housing Pamphlet Study

SOUTHERN FARMER

MONTGOMERY 1, ALABAMA

AUBREY WILLIAMS
PUBLISHER

May 31, 1948

RECEIVED
JUN 1 1948
Southern Regional Council

Mr. George S. Mitchell
Southern Regional Council, Inc.
Room 432, 63 Auburn Ave., N.E.
Atlanta 3, Georgia

My dear George:

What you say in the pamphlet is good.

Thanks for sending it along. I wish I could do an issue on it in Southern Farmer, maybe I will be able to manage it.

Warm regards,

Aubrey

Aubrey Williams

AW/ws

EARLE C. CLEMENTS
GOVERNOR

COMMONWEALTH OF KENTUCKY
EXECUTIVE CHAMBER
FRANKFORT

May 28, 1948

RECEIVED
JUN 1 1948
Southern Regional Council

SRC - Housing Report Study

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

In the Governor's absence, I am taking the liberty of acknowledging receipt of and thanking you for your letter of May 14th and the enclosure of a pamphlet on housing in the South.

This will be called to the Governor's attention upon his return to the office which I am sure he will find most interesting and informative.

Sincerely yours,

Robert B. Hensley

Robert B. Hensley
Executive Secretary

WILLIAM M. TUCK
GOVERNOR

COMMONWEALTH OF VIRGINIA
GOVERNOR'S OFFICE
RICHMOND

RECEIVED
MAY 27 1948
Southern Regional Council

May 25th, 1948

SRC - Housing study

Mr. George S. Mitchell
Southern Regional Council
63 Auburn Avenue, NE
ATLANTA 3, Georgia

Dear Mr. Mitchell

I appreciate your letter of the 14th and the enclosed pamphlet on housing in the South. It is gratifying to know of Virginia's comparatively high standards, and particularly that the State does not have any of the worst-housed areas.

Yours very sincerely,

Wm. M. Tuck

Wm. M. Tuck.

wmt-fls

The SOUTHERN PLANTER
America's Oldest Farm Paper
— Established 1840 —

CIRCULATION: OVER 300,000

Member
Audit Bureau of Circulations
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RICHMOND 9, VIRGINIA

May 27, 1948

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MAY 29 1948
Southern Regional Council

Dr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N.E.
Atlanta 3, Georgia

SRC - Housing Study

Dear George:

It was good to hear from you again and to see that you are still crusading.

I am very happy to have the little pamphlet on rural housing as we are attempting to get something started in this field here in Virginia. I am pleased to note, however, that Virginia is not as bad off as we had thought.

Sincerely yours,

P. D. Sanders

P. D. Sanders, Editor

S.

PDS:ls

HOUSING AND HOME FINANCE AGENCY

OFFICE OF THE ADMINISTRATOR WASHINGTON 25, D.C.

May 26, 1948

RECEIVED
MAY 28
Southern Regional Council

SRC - Housing Pamphlet Study

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

I do appreciate your thoughtfulness in sending a copy of "Housing in the South", recently issued by your Council.

We are glad to have this pamphlet available for study and reference.

Sincerely yours,

Raymond M. Foley

RAYMOND M. FOLEY
Administrator

RECEIVED
MAY 24 1948
Southern Regional Council

State of South Carolina

OFFICE OF THE GOVERNOR

Columbia

J. STROM THURMOND
GOVERNOR

WM. LOWNDES DANIEL, JR.
EXECUTIVE SECRETARY

SRC - Housing Study Correspondence

May 21, 1948

Honorable George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Please accept my thanks for your kind letter of May 14, enclosing your Council's latest pamphlet containing information regarding housing in the South.

This is a very interesting publication, and I appreciate your thoughtfulness in sending this copy to me.

With kindest regards and best wishes,

Very truly,

J. Strom Thurmond

J. Strom Thurmond
Governor

JST:scg

TENNESSEE
EXECUTIVE OFFICE
NASHVILLE

JIM McCORD
GOVERNOR

RECEIVED
MAY 24 1948
Southern Regional Council

SRC-
Housing Pamphlet

May 21, 1948

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.,
432, 63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Mitchell,

I find the pamphlet on housing in the South very interesting and appreciate your thoughtfulness in sending this copy to me. I am sure our State Planning Commission will be very interested, so I am transmitting the copy to the Director.

Sincerely,

Jim McCord

Jim McCord

STATE OF FLORIDA
EXECUTIVE DEPARTMENT
TALLAHASSEE

MILLARD F. CALDWELL
GOVERNOR

J. E. STRAUGHN
EXECUTIVE SECRETARY

May 21, 1948

RECEIVED
MAY 24 1948
Southern Regional Council

SRC - Housing Study

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Sir:

Thank you for sending me a copy of the April, 1948, issue of the NEW SOUTH which contains the article on "Housing in the South."

Sincerely,

Governor

MFC/bt

RECEIVED
MAY 21 1948
Southern Regional Council

Office of the Governor
Atlanta

M. E. THOMPSON
GOVERNOR

SARA ROBINSON DAVIS
SECRETARY

May 20, 1948

SRC - Housing Study Pamphlet

H onorable George S. Mitchell
Room 432, 63 Auburn Avenue N.E.
Atlanta, Georgia

Dear Mr. Mitchell:

This will acknowledge with thanks your letter of May 14th., and the interesting pamphlet you enclosed therewith.

Kind regards and best wishes.

Sincerely yours,

M. E. Thompson

M. E. Thompson
Governor

met/vf

SRC - Housing Study

STATE OF ALABAMA

EXECUTIVE OFFICE

MONTGOMERY

JAMES E. FOLSOM
GOVERNOR

O. H. FINNEY, JR.
EXECUTIVE SECRETARY
KENNETH J. GRIFFITH
LEGAL ADVISER
MRS. MABEL AMOS
RECORDING SECRETARY

May 19, 1948

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Governor Folsom appreciates very much your sending him a copy of the Southern Regional Council's new pamphlet on housing in the South.

Sincerely yours,

O. H. Finney Jr.

O. H. FINNEY, JR.

OHF:V

RECEIVED
MAY 20 1948
Southern Regional Council

HUGH MacRAE & CO.
(INCORPORATED)

REAL ESTATE
RESIDENTIAL PROPERTIES
AGRICULTURAL LANDS
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TIMBER RESOURCES
COAL PROPERTIES
RESORT PROPERTIES
TOURIST HOTELS

WILMINGTON, N.C.

RECEIVED
MAY 20 1948
Southern Regional Council

May 18, 1948

Mr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Your favor of May 14 has been received and I am glad to note that New Hanover County is one of the hundred counties in the South with the best farm housing.

Your view, as expressed, relative to this situation is appreciated.

This morning I had the pleasure of taking two Atlanta ladies,* Mrs. Scott Allen and her daughter, through Castle Haynes, an intensive farm community in New Hanover County, where hundreds of people were harvesting vegetables for shipment to the North and West. They showed the basis of prosperity of that section.

Then we went to Invershiel Farm to see the "Continuous Grazing Program" where the dairy herd and the herd of black angus cattle were grazing abundantly on continuous pasturage of clovers and grasses.

*They will, I feel sure, be glad to give you their opinion, and I trust this will prove of inducement to you or one of your representatives to visit Invershiel.

Yours very truly,

Hugh MacRae

Hugh MacRae

HMacR/wt

Sec. Housing Study

FIELDING L. WRIGHT
GOVERNOR

W. B. FONTAINE
EXECUTIVE ASSISTANT
ALEX McKEIGNEY
EXECUTIVE SECRETARY

STATE OF MISSISSIPPI
EXECUTIVE DEPARTMENT
JACKSON

May 17, 1948

RECEIVED
MAY 19 1948
Southern Regional Council

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

This is to acknowledge receipt of and thank you for your communication of May 14, 1948, enclosing a copy of the Southern Regional Council's new pamphlet on Housing in the South.

Sincerely yours,

W. B. Fontaine

Executive Assistant

WBF:kag

BEN LANEY
GOVERNOR

STATE OF ARKANSAS
OFFICE OF THE GOVERNOR
LITTLE ROCK

May 17, 1948

RECEIVED
MAY 19 1948
Southern Regional Council

Mr. George S. Mitchell
Executive Director
Southern Regional Council
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Thank you very much for your letter of May 14th with the enclosed pamphlet, "Housing in the South".

Yours truly,

Ben Laney

Ben Laney
Governor

SRC - Housing Study

COOPERATIVE EXTENSION WORK
IN
AGRICULTURE AND HOME ECONOMICS
STATE OF NORTH CAROLINA

NORTH CAROLINA STATE COLLEGE OF AGRICULTURE AND ENGINEERING
NORTH CAROLINA COUNTIES AND UNITED STATES DEPARTMENT OF AGRICULTURE COOPERATING

EXTENSION SERVICE
OFFICE OF DIRECTOR

STATE COLLEGE STATION, RALEIGH, N. C.

July 8, 1948

Mr. George S. Mitchell, Executive Director
Southern Regional Council, Incorporated
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Your letter of June 10 regarding housing in the South came in due time. Unfortunately, I evidently had overworked so the doctor sent me home for a month's rest, hence the delay in acknowledging receipt of your letter and the pamphlet. This information is very interesting, and about the only satisfaction I can get is the apparent fact that North Carolina is not quite as bad as some of our other southern states. I think we have made very distinct progress during the last ten years, but we still have a long way to go. Some six weeks ago I made a bus trip out to Missouri, going through Tennessee and coming back through Illinois, Indiana, and Kentucky. I was very much surprised not to see more rural house construction in those states. It is entirely an estimate, but I believe that we saw more evidence of home improvement in North Carolina than we did in all of the other states put together.

I am delighted to have this pamphlet and I expect to study it much more carefully.

With very best wishes.

Yours truly,

I O Schaub

I. O. Schaub
Director

RECEIVED
JUL 9 1948
Southern Regional Council

SRC-Housing Study (1948)

NUMBER OF DWELLING UNITS

"Even more far reaching in its implication upon the patterns of American family life than the shifts in tenure is the long-term upward trend in the proportion of families living in nonfarm communities. In the nearly six decades from 1890 to 1947 the perdentage of farm families has declined steadily from 37.5 percent to 17.2 percent. It is the consensus of informed studens of our agricultural economy that this trend has not yet run its course. With the further mechanization of our farms, and more intensive cultivation of the land, a smaller proportion of our population will be required to provide the foodstuffs and fibre for the nation as a whole.

"This shift away from the farms has come and will continue to come in two ways. In the main it has resulted from the physical migration of families and individuals from rural farm areas into more densely populated cities and towns. It has also come about, however, by the gradual engulfment of rural areas by our expanding cities. While data are not readily available to show the relative proportions resulting from the two, a study of the change in the housing inventory between 1930 and 1940 shows that of the approximately 29,700,000 nonfarm dwelling units standing in April 1940, only 91,000 had been classified as rural farm units in 1930."

The South participated in this decline in number of farm dwellings to a greater extend than did any of the other regions. As a matter of fact, the South is the only region reporting an acutal decline--there were 11 percent decrease in number of farm dwellings in the South between 1940 and 1947; the other regions show an increase, but figures are not available to show whether or not the increase is at a diminishing rate from former years. The nation as a whole showed a 2 percent decrease.

In number of nonfarm dwellings, the South showed a 21 percent increase, outstripped only by the West with a 23 percent increase. The Nation as a whole showed a 15 percent increase.

CONDITION AND FACILITIES

"The combination of an extremely urgent demand for housing, as a result of war-time activities and a war-induced rise in earnings of families both in the cities and on the farms worked as a powerful stimulus to repair and rehabilitate rundown properties between 1940 and 1947. Many existing units, particularly in rural nonfarm areas were improved by major repairs or the addition of plumbing facilities. Such improvement may be related in part to the shift from tenant to owner occupancy of a larger number of dwelling units. In addition as a result of war time earnings many families could afford for the first time to undertake needed repairs or purchase long deferred equipment. Also even with war time curbs on homebuilding during most of the

period some three and one quarter million new nonfarm units were added to the supply during the seven years. As a result the April 1947 survey showed a significant improvement in the quality of housing since 1940."

"The percentage of dwelling units which the Census Bureau regarded as either in good condition or in need of only minor repairs rose from 82 to 90 percent between 1940 and 1947. Relatively, the most spectacular gains occurred in farm areas where the proportion of sound units rose from 66 to 81 percent.

"While the number of farm houses with private bath and flush toilet nearly doubled during the seven years, the farm segment of our family housing is still far below the nonfarm in terms of plumbing equipment. Thus only 20 percent of farm houses have both bath and toilet and there are still 67 percent which lack running water. This contrasts with the 76 percent of nonfarm dwellings which have all plumbing facilities and with the 12 percent which still lack even the minimum of running water. Taking the country as a whole in the spring of 1947 nearly 66 percent of the nation's housing had private bath and toilet facilities compared with 55 percent in 1940. The number of homes lacking even running water were reduced during the seven years from 30 percent to 22 percent.

"Looked at by regions the best conditions prevail in the northeast, the poorest in the South. There, for example, 25 percent of the rural farm houses were still in need of major repair in 1947, while 81 percent lacked even running water."

In the South in 1940, only 73 percent of the houses were considered in good condition or in need of minor repairs. ~~In~~ By 1947, this number had risen to 83 percent. Conversely, in 1940 27 percent of the houses needed major repairs; by 1947 only 17 percent were considered in need of major repairs. ~~Of southern houses in good condition or needing only minor repairs~~ In 1947, 65 percent of southern houses still lacked private bath and private flush toilet facilities, a decrease of only 3 percent since 1940.

"In spite of the encouraging decline in the number of poor quality units since 1940 sight cannot be lost of the substantial job still to be done. The task ahead is actually a harder one than that already accomplished. A large proportion of the units of poor quality in the spring of 1947 probably were so bad that they were not

rehabilitated even in as tight a m rket situation as had prevailed in housing for the past several years. For a variety of reasons many of them will probably eventually have to be replaced."

VACANCY SITUATION

"Despite the improvements which have occurred in the quality of the housing inventory and the encouraging rate at which the total housing supply has been expanded, the housing situation is still critical. The sharp rise in the marriage rate during and after the war led to a rate of new family formation far above the rate at which dwelling units were being added to the supply. As a result virtually every useable nonfarm dwelling is now occupied. Thus in April 1947. the Bureau of the Census firures show that in all nonfarm areas in the United States there were only 166,000 vacant dwellings on the market for rent and only 94,000 vacant units being offered for sale. In other words, only eight-tenths of one percent of the 34,000,000 nonfarm dwellings were available for prospective buyers and renters.

"The situation is estremely acute in most larger housing markets where vacancies are virtually nonexistent." The Census Bureau has compiled vacancy figures for 34 llargest metropolitan districts. In 20 of the 34 districts, only one-half of one percent or less of the habitable units were available for rent or sale. In no city surveyed did the rate exceed two per cent. Eight of the 34 areas were in the South. Of the eight, only two--Atlanta, Ga. and New Orleans, La.--had percentages less than one-half of one percent. It might be assumed from this that the vacancy situa tion in southern metropolitan areas was slightly better than in other parts of the country, but the fact that the highest vacancy percentage was two percent makes this statement practically meaningless in terms of needs.

The situation was less acute in nonfarm areas, but still left much to be desired. The Census Bureau reports that in April 1947 on 161,000 vacant farm dwellings were offered for rent and only 18,000 unoccupied farm dwellingswere available for sale.

OVERCROWDING

"In spite of the sharp rise in doubling more than one family unit living together a decrease occurred between 1940 and 1947 in the extent of overcrowding as measured by the number of persons per room. Between 1940 and 1947, for example, the proportion of dwelling units which had more than 1.5 persons per room declined from 9.0 per cent to 6.1 percent. There still remained, however, 2,400,000 units with over 1.5 persons per room. To the extent that the 1,900,000 increase in the number of two-person families between 1940 and 1947 represents recently married couples who have not begun to rear children, moreover, the proportion of overcrowded units may well rise again as these new families increase in size.

"Among the regions the sharpest decline in the rate of overcrowding occurred in the South and the Northeastern States where, in 1947, 11.5 and 2.2 percent of the occupied units respectively had more than 1.5 persons per room. The corresponding figures in 1940 were 17.4 and 3.6 percent respectively." The South still has the highest rate of overcrowding, however, even with the decline. The West, with 8 percent of its dwelling units with more than 1.5 persons per room, ranked next to the South in overcrowding.

"The decrease in overcrowding came about in part at least through the decline in family size which occurred between 1940 and 1947." This follows a long-term trend downward in family size.

TENURE

TENURE

"The combination of an extremely tight housing situation, a period of unusual prosperity, and rent control led to important changes in tenure between 1940 and 1947. Thus, Census figures show that in 1947 more homes were owner-occupied than ever before in our history. /.....Georgraphically the greatest shifts toward home ownership occurred among the Northeastern States and the South where the percentage of owner-occupied units rose from 38 to 48 and from 41 to 53 respectively. " In the Nation as a whole, the percentage of owner-occupied units rose from ~~54.7~~ 43.6 percent in 1940 to 54.7 percent in 1947.

"In the 50 years from 1890 to 1940, the proportion of owner-occupied units in the United States as a whole decline slowly and fairly consistently within a very narrow range, from 48 percent to 44 percent except for an increase between 1920 and 1930." If the trend is analyzed by residence, however, it becomes apparent that in nonfarm areas the percentage of home ownership has been increasing, while in ~~non~~ farm areas there has been a decline in home ownership--from 66 percent in 1890 to 53 percent in 1940). "The impact of World War II forced a sharp increase in owner-occupancy in both nonfarm and farm areas. In nonfarm areas owner-occupancy rose from 41 to 53 percent of all occupied units between 1940 and 1947, and in farm areas from 53 to 65 percent during the same period. "

The increase in home ownership is attributed partly to federal programs of loans and mortgages and during the past six years, partly to the lack of units available for rent.

RENTAL VALUES

No information later than 1940 on owner-occupied homes--value of

There was a substantial decline in the nation as a whole in the number ~~of units~~ and proportion of units renting for less than $25 a month. The median rental in 1947 was more than $29, compared with a little over $21 in 1940. The median monthly rental in the South was $19.03 in 1947, as compared with $11.96 in 1940.

SIZE OF DWELLING UNITS

"In 1947 as in 1940 there were more 4 and 5 room dwelling units than any other size. Houses and apartments of this size represented 42 percent of the total, a slight increase over 1940 when it amounted to 39 percent. For all practical purposes the median size of dwelling units showed no change between 1940 and 1947--4.8 rooms now ~~compared~~ compared with 4.7 in 1940--for the country as a whole. Geographically, the only significant change in the size of dwelling units occurred in the South where ~~the~~ the median number of rooms rose from 4.05 in 1940 to 4.27 in 1947.

TYPE OF STRUCTURE

No later information than 1940 Census

RESIDENTIAL CONSTRUCTION VOLUME

Existing statistics on volume of construction fall far, far short of any extensive examination of the problem. Practically all the statistics concern nonfarm dwellings. Even for these dwellings, though,"no satisfactory data are regularly collected on repair and maintenance work despite its obvious importance, nor is there any permanent system for measuring the number of existing structures which are converted to provide additional dwelling units or are converted from residential use to non-residential purposes. Still another gap in housing statistics is caused by the fact that no systematic data are available to show the loss of residential structures through demolition, fire, floods and other disasters. As a result it will be necessary to confine the dicussion largely to new nonfarm residential building activity bearing in mind that particularly for the earlier years the data on the number of new dwellings started are at best only rough approximations."

New nonfarm dwelling units started 1900- 1947

Wide fluctuations have characterized the nation's home building activity. ~~From 1900-1920~~ Approximately 4,000,000 dwelling units were added to the nation's supply during each of the two decades, 1900-1920. The second decade would undoubtedly have shown an increase over the first if it had not been for the relatively low activity durng the World War I years. More than 7,000,000 dwelling units were added from 1920-1929; less than 3,000,000 during the 1930's. World War II interfered seriously with housing production during the first half of the 1940 decade, the total new supply for the first seven years being only some 3,335,000 units, including war housing.

"Since 1920 there has been a marked shift in the areas in which new housing has been built. Whereas in the early 1920's approximately four-fifths of our nonfar housing was constructed in urban areas, by 1947 this had dropped to less than three-fifths and apparently the trend away from urban centers is still continuing.....Because of the extreme impact upon demand of such factors as the number of families in an area, their employment and income status, the rate of family formation and the character and quality of the existing housing inventory new home construction has shown wide regional variations. In redent years the rapidly growing Pacific states have led the way with the East North Central and South Atlantic not far behind."

Type of structure

"As would be expected in terms of the composition of the existing inventory, the bulk of the new housing built in nonfarm areas has been single-family units.

CONSTRUCTION COSTS AND PRICES

Figures inthis section are estimates, and by the admission of the Housing and Home Finance Agency, not too reliable.

"Even recognizing all of the limitations in the construction cost data, it takes little imigination to see how far costs have outrun the market when the figures for a few typical areas are studied. Thus, the Bureau of Labor Statistics reports that in the fourth quarter of 1947 the average construction cost exclusive of land, architects' fees, sales expense, and profit of single family dwelling units was $9,800 in Boston, $9,300 in Chicago, $11,000 in New York, Newark and Jersey City, $8,900 in San Franciso and well over $10,000 in Washington, D. C. With a most conservative mark-up this would mean housing selling on the market for not less than $12,000 to $15,000 and many houses at $20,000 or more!

"While data on the relationship between family income and housing expense are limited, the experience of the FHA indicates that on the average, home purchasers

buy homes costing about twice their annual incomes. Such family income figures as are available make it abundantly clear that $12,000 , $15,000 and $20,000 are well above twice the annual earnings of a large share of the American families who are in the market for housing." (in the Nation the median income was $2,603 in 1946; in the South the median ncome was $2,174)

The fact that prices of existing housing have skyrocketed even more than prices for new houses adds to the seriousness of the situation.

EXTENT OF FUTURE HOUSING REQUIREMENTS

Estimates of future requirements vary. The Joint Committee on Housing concluded that "'we should have a construction program that will produce at least 15,500,000 nonfarm units between now (1948) and the end of ~~of~~ 1960. In addition, there is a large need for better housing in farm areas. This makes it clear that for many years at least 1,500,000 houses should be built annually in the United States.'"

SRC-Housing

November 21, 1949

Hon. Laurie C. Battle
House of Representatives
Washington, D. C.
Attention: Miss Dorothy Lull

Dear Miss Lull:

We are happy to send you an additional copy of "Housing in the South".

Also enclosed is a complete list of our publications. If any of them would be useful to you, we shall be glad to have your order.

Sincerely yours,

Harold C. Fleming
Director of Information

enclosures

LAURIE C. BATTLE
9TH DISTRICT, ALABAMA

HOME ADDRESS:
ROUTE 3, BOX 514
BIRMINGHAM, ALABAMA

DOROTHY LULL
LEGISLATIVE ASSISTANT

Congress of the United States
House of Representatives
Washington, D. C.

FOREIGN AFFAIRS COMMITTEE

LIBBY ANDERSON
EXECUTIVE SECRETARY

JUANITA PATTERSON
WASHINGTON SECRETARY

MARGARET PETTY
ASSISTANT SECRETARY

18 November 1949

Mr. Harold C. Fleming
Director of Information
Southern Regional Council
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Fleming:

Some time ago the Congressman received from your office a booklet entitled "Housing in the South" which was published, I think, in April, 1948. Would it be possible to obtain an additional copy of this booklet? We found it very helpful with reference to the housing picture in our State.

If you have a list of publications issued by the Southern Regional Council, I should like very much to see it. The Library of Congress has referred us to you for information specifically about the South.

Sincerely yours,

Dorothy Lull
Legislative Assistant

SRC - Housing

DIVISION OF SURVEYS AND FIELD SERVICES

GEORGE PEABODY COLLEGE FOR TEACHERS

NASHVILLE 4, TENNESSEE

October 19, 1950

RECEIVED
OCT 20 1950
Southern Regional Council

Southern Regional Council, Inc.
63 Auburn Avenue, N. W.
Atlanta 3, Georgia

Gentlemen:

The revised edition of FREE AND INEXPENSIVE LEARNING MATERIALS has just come off the press. This volume lists one or more pamphlets or posters published by your organization.

We are not able to send free copies to the publishers of entries in our book because it is sold at less than actual cost of handling and mailing. Our last edition reached over twenty thousand teachers.

If you will send us 50¢ in cash or stamps we shall be pleased to send you a copy promptly.

Very sincerely yours,

Henry Harap

Henry Harap, Associate Director
Division of Surveys and Field Services

HH:mh

Eight other pamphlets also listed.

Housing in the South. Southern Regional Council. 63 Auburn Avenue, N.E. Atlanta, Georgia. 1948. 20 p. 20 cents. Graphs showing trends since World War II and full explanations.

HOUSING AND HOME FINANCE AGENCY
PUBLIC HOUSING ADMINISTRATION

~~NATIONAL HOUSING AGENCY~~

~~FEDERAL PUBLIC HOUSING AUTHORITY~~

~~WASHINGTON~~

Atlanta 3, Georgia

~~Sec Hood~~
Davis
SRC - Housing Study

September 5, 1950

Mr. Harold C. Fleming
Southern Regional Council
63 Auburn Avenue, N. E.
Atlanta, Georgia

Dear Harold:

Thank you for the current issue of the "New South" and congratulations upon the well written story of the Marietta housing fight. I note the conservative use of the word "ultimately" in connection with local ownership of the project. The local housing authorities become owners of the projects the day they are completed, although this was not the case for some of the housing projects built under PWA and in the early stages of the public housing program.

Sincerely,

George L. Davis
Asst. to Director

RECEIVED
SEP 6 1950
Southern Regional Council

RECEIVED
SEP 16 1950
Southern Regional Council

FOR VICTORY
BUY UNITED STATES WAR BONDS AND STAMPS

SRC - Housing Study 27-B Misc

Baskin

ADMINISTRATION BUILDING -- 800 FIRST STREET
CENTRAL OFFICE, 204 WAYLAND STREET
TELEPHONE NOS. 1397 AND 2110

MARIETTA, GEORGIA

COMMISSIONERS
R. N. LITTLE, CHAIRMAN
MAYES WARD, VICE CHAIRMAN
E. C. BEARDEN, SECRETARY
J. S. READ
JASPER DORSEY

T. E. BASKIN
EXECUTIVE DIRECTOR

MARIETTA PLACE
CLAY HOMES
FT. HILL HOMES

September 5, 1950

Mr. Harold C. Fleming
Southern Regional Council, Inc.
Room 432
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Fleming:

I appreciate very much the copy of your August issue of monthly publication "New South", which you sent last week.

Sincerely yours,

MARIETTA HOUSING AUTHORITY

T. E. Baskin

T. E. BASKIN
EXECUTIVE DIRECTOR

TEB:fb

RECEIVED
SEP 8 1950
Southern Regional Council

SRC - Housing Study

HOUSING AND HOME FINANCE AGENCY
PUBLIC HOUSING ADMINISTRATION

~~NATIONAL HOUSING AGENCY~~

~~FEDERAL PUBLIC HOUSING AUTHORITY~~

~~WASHINGTON~~

1001 T & P Passenger Building
Fort Worth 2, Texas

July 13, 1950

Dr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Dr. Mitchell:

Your letter of July 6, together with the attached leaflets explaining the Rural Non-Farm Housing Program, has been received. We sincerely appreciate your courtesy and thoughtfulness in including us on your mailing list for this material.

We are just getting into the program here, and it presently appears that the Rural Non-Farm Program will be very popular in the Southwest.

Again thanking you and with best regards, I remain

Very sincerely yours,

C. J. Stenzel

C. J. STENZEL
Director
Fort Worth Field Office

RECEIVED
JUL 17 1950
Southern Regional Council

FOR VICTORY
BUY UNITED STATES WAR BONDS AND STAMPS

HOUSING AND HOME FINANCE AGENCY
PUBLIC HOUSING ADMINISTRATION

~~NATIONAL HOUSING AGENCY~~

~~FEDERAL PUBLIC HOUSING AUTHORITY~~

~~WASHINGTON~~

Richmond 20, Virginia

July 12, 1950

Mr. George S. Mitchell, Executive Director
Southern Regional Council, Incorporated
Room 432
63 Auburn Avenue, Northeast
Atlanta 3, Georgia

Dear Mr. Mitchell:

I am very appreciative of your sending me some copies of your excellently informative leaflet concerning the Rural Nonfarm Housing Program which is just getting started.

I have no doubt but that your leaflet will have a positive result in carrying the story of its potential benefits to many who will need its help.

It contains one not very serious error in that the address of this office should be "LOMBARDY" Street rather than "Normandy" as listed.

Since your transmittal letter carrying the latter designation reached me, I feel sure that any queries generated by the leaflet will do the same.

Sincerely yours,

A R Hanson

A. R. HANSON, Director
Richmond Field Office

FOR VICTORY
BUY
UNITED STATES SAVINGS BONDS AND STAMPS

The PROGRESSIVE FARMER
RALEIGH BIRMINGHAM MEMPHIS DALLAS

SRC - Housing Study

INSURANCE BUILDING
RALEIGH, N. C.

July 10, 1950

Mr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Atlanta, 3, Ga.

Dear Mr. Mitchell:

I appreciate your note of July 6 and the fly sheet your Council has mailed out to its members telling about the new government program for housing in rural non-farm places.

This seems to me a fine thing for The Progressive Farmer to push. Please keep me informed about its progress.

With best wishes, I am

Sincerely yours,

Clarence Poe

President and Editor

Clarence Poe:r

RECEIVED
JUL 12 1950
Southern Regional Council

Five Editions - TEXAS - MISSISSIPPI VALLEY - KENTUCKY - TENNESSEE - GEORGIA - ALABAMA - FLORIDA - CAROLINAS - VIRGINIA

SRG Housing Study

July 6, 1950

Mr. Forrest C. Weir
63 Auburn Avenue, N.E.
Atlanta, Georgia

Dear Mr. Weir:

Have you any suggestions as to ways in which this could be usefully got to churches in small towns?

Sincerely,

George D. Mitchell
Executive Director

GSM:er
Encl.

Signed in Dr. Mitchell's absence

SRC - Housing Study

July 6, 1950

Mr. A. R. Hanson
900 North Normandy Street
Richmond 20, Virginia

Dear Mr. Hanson:

The Southern Regional Council is interested in getting the maximum out of the new Rural Non-Farm Housing Program.

To that end, I have distributed the enclosed leaflet to some 4,500 of the Council's members and friends in the South.

I can't claim that the language had the official approval of people in PHA here, but at least they found no reason why a private organization should not circulate it.

I thought it no more than courteous to send a copy to you. I do hope that it will have some effect in increasing the applications that reach you.

Sincerely,

George S. Mitchell
Executive Director

GSM:er
Encls.

Signed in Dr. Mitchell's absence

SRC-Housing Study

July 6, 1950

Mr. Clarence J. Stenzel
805 Texas and Pacific Passenger Bldg.
Fort Worth 2, Texas

Dear Mr. Stenzel:

The Southern Regional Council is interested in getting the maximum out of the new Rural Non-Farm Housing Program.

To that end, I have distributed the enclosed leaflet to some 4,500 of the Council's members and friends in the South.

I can't claim that the language had the official approval of people in PHA here, but at least they found no reason why a private organization should not circulate it.

I thought it no more than courteous to send a copy to you. I do hope that it will have some effect in increasing the applications that reach you.

Sincerely,

George S. Mitchell
Executive Director

GSM:er
Encls.

Signed in Dr. Mitchell's absence

Fisk University
Nashville 8, Tennessee

DEPARTMENT OF
SOCIAL SCIENCES

SRC - Housing Study

May 4, 1950

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Atlanta 3, Georgia

Dear Sir:

Mr. Wyatt is in France on a Fullbright Fellowship. In his absence I have been trying to handle his affairs — even to responding to requests for reprints on his recent article on Negro Housing in Social Forces.

The journal has not forwarded a set of reprints to us but they are expected rather soon. I feel certain that Mr. Wyatt would wish me to honor your request of twelve and I shall do this as soon as our limited supply comes in.

Sincerely,

Samuel H. Tucker

Samuel H. Tucker
Research Librarian
Dept. of Social Sciences.

RECEIVED
MAY 8 1950
Southern Regional Council

SRC - Housing Study

August 16, 1948

Miss Florence Davis
1414 East 59th Street
Chicago, Illinois

Dear Miss Davis:

In reply to your inquiry of August 10, we do have ample stock of our pamphlet, Housing in the South. These sell for twenty cents each, and if only one or two are ordered, stamps may be sent if that should be convenient.

For your further information, we are enclosing a current listing of other Council publications. Please let us hear from you further if we can supply you.

Sincerely yours,

(Mrs.) Agnes McKoy
Secretary-Treasurer

AMcK:jdh
Enclosure--Publications list.

Editor of
New South,

Dear Sir:

Do you have any additional copies of "Housing in the South" your April 1948 issue Vol 3 No 4

Sincerely,

Florence Davis
1414 East 59th St
Chicago, Illinois

RECEIVED
AUG 10 1948
Southern Regional Council

SRC - Housing Study

South Carolina Division of Southern Regional Council, Inc.

A Council to Attain Through Research and Action the Ideals and Practices of Equal Opportunity for All Peoples in the South

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CONWAY
REV. A. J. WRIGHT
BENNETTSVILLE

July 27, 1948

Dr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Atlanra, Georgia

Dear Dr. Mitchell:

I'm sorry I cannot give you any information as to editorial comment ~~##~~ on the "Housing in thse South " issue of the New Southh, which I sent to some halfdozen editors in South Carolina whom I know personally. I had no replies from them, and I see only two of these papers regularly. So far as I know, no comment on the issue appeared in either of the papers I see.

As I remember, I sent the issue, together with an accompanying personal letter to The Charleston News an Courier, the State, the Columbia Record, the ~~Four~~ Herald (Sumter), the Sumter Daily Item, and the Fountain Inn Tribune.

With kindest regards, I am,

Sincerely yours,

J. M. Dabbs

J. M. Dabbs, Chairman,
S. C. Division of the SRC., Inc.

RECEIVED
JUL 27 1948
Southern Regional Council

ADVISORY COMMITTEE—Mrs. F. Clyde Helms, Chairman

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SRC - Housing Study

COOPERATIVE EXTENSION WORK IN AGRICULTURE AND HOME ECONOMICS

STATE OF GEORGIA

REGENTS OF THE UNIVERSITY SYSTEM OF GEORGIA AND THE UNITED STATES DEPARTMENT OF AGRICULTURE, COOPERATING

GEORGIA AGRICULTURAL EXTENSION SERVICE

ATHENS

July 9, 1948

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Director Brown has given me his copy of booklet on Housing in the South, which is published by the Southern Regional Council. We appreciate this information a lot and will find it helpful.

Yours truly,

G. I. Johnson

G. I. Johnson,
Extension Agricultural Engineer.

GIJ/a

RECEIVED
JUL 10 1948
Southern Regional Council

SRC - Housing Study

TELEPHONE 3-1911

North Carolina Commission on Interracial Cooperation, Inc.

An Affiliate of The Southern Regional Council, Inc.

P. O. Box 1208

Raleigh, North Carolina

DIRECTOR
CYRUS M. JOHNSON

July 10, 1948

GENERAL OFFICERS
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RALEIGH

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REV. LEON RUSSELL
GOLDSBORO

SECRETARY-TREASURER
C. C. SPAULDING
DURHAM

CHAIRMAN BOARD OF FINANCE
GURNEY P. HOOD
RALEIGH

Dr. George S. Mitchell
Southern Regional Council, Inc.
63 Auburn Ave. N. E.
Atlanta, Ga.

Dear Dr. Mitchell:

I did a poor job of getting the housing study before editors and have not kept up with papers. The News and Observor had an editorial on it, June 20. What it resulted from, I don't know.

Sincerely,

Cyrus M. Johnson

Cyrus M. Johnson

RECEIVED
JUL 12 1948
Southern Regional Council

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C. H. HAMLIN
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GERTRUDE WEIL
R. D. WELLONS
MRS. L. B. YANCEY

SRC - Housing Study

Sent to chairmen of following:

Florida Division, SRC
South Carolina Division , SRC
Georgia Committee on Interracial Cooperation
North Carolina Commission on Interracial Cooperation
Texas " " "

July 6, 1948

Mrs. Warren Zeuch
Vero Beach
Florida

Dear Mrs. Zeuch:

On May 18 we sent you ten copies of our "Housing in The South" issue of New South and asked that you distribute them to newspaper editors whom you know.

We should appreciate it if you would let us know whether any editorial comment may have resulted from these mailings, giving us the names and dates of the newspapers.

Sincerely,

George S. Mitchell
Executive Director

GSM:eb

SRC - Housing Study

June 30, 1948

National Association of County Officials
Post Office Box 1189
Ogden, Utah

Sirs:

Mrs. Betty Pealer, Executive Secretary of the Association of County Commissioners of Georgia has referred me to you as being a possible source of help.

The Southern Regional Council would like to send a copy of the enclosed pamphlet on housing in the South to each officer of each State Association of County Commissioners, for the following states only:

Alabama	Oklahoma
Arkansas	North Carolina
Florida	South Carolina
Kentucky	Tennessee
Louisiana	Texas
Mississippi	Virginia.

Mrs. Pealer supplied us with the names of the Georgia officiers.

Would you be kind enough to send us the names and addresses of officers of Associations for the states listed above?

Thank you for your help.

Sincerely,

(Mrs.) Elizabeth Britton

Enclosure April '48 New South

June 18, 1948

Mr. Edward A. Conover, Executive Director
Council for Social Planning
of Columbia and Richland County
1520 Assembly St.
Columbia 1, S. C.

Dear Mr. Conover:

You are quite right.

The figures at the top of page 10, by an unfortunate error in our editing and rediting, apply to other-than-farm housing. The correct figure for the median value of a Southern farm house (1940) is $445.00.

We are inserting an erratum slip in our remaining stock of the pamphlet.

We greatly appreciate your kindness in letting us know of this mistake.

Sincerely,

George S. Mitchell
Executive Director

SRC - Housing Study

Council FOR Social Planning OF COLUMBIA AND RICHLAND COUNTY

JOE W. CLARK, President—MRS. THOMAS DERIEUX, Vice-President MISS PEARL SALSBERRY, Secretary—MRS. HUGH WHITE, Treasurer

EDWARD A. CONOVER, Executive Director 1520 ASSEMBLY ST. COLUMBIA 1, S. C. PHONE 20593

Rural non-farm? non-farm? urban? (not likely)

June 15, 1948

Mr. George S. Mitchell, Executive Director
Southern Regional Council
63 Auburn Avenue
Atlanta 3, Georgia

Dear Mr. Mitchell:

I am writing you about the April 1948 issue of New South in which housing in the South is discussed.

On page 5, top, there is the statement "we find that in 1940 the median value of a southern farm house was about $443.00". On page 10, last paragraph, it is indicated that owner-occupied and tenant-occupied farm dwellings in the South were valued at $1970.00 and $1150.00 respectively.

I have not attempted to review this publication critically to discover whether or not there are other apparent discrepancies-- I just happened to notice this one. I would appreciate an explanation of this discrepancy and information as to which figure is correct. I would guess that the latter figure might have referred to non-farm or urban houses.

Sincerely yours,

Edward A. Conover

Edward A. Conover

EAC:mm

RECEIVED JUN 16 1948 Southern Regional Council

SRC - Housing S

July 27, 1950

Bishop J. W. E. Bowen
250 Auburn Avenue, N.E.
Atlanta, Georgia

Dear Bishop Bowen:

This is to thank you for your letter to Dr. Mitchell of July 26, which arrived in his absence from the city.

I am enclosing 26 copies of the leaflet on the small-town housing program for distribution to district superintendents, and as many copies as they might wish would be available to them.

We would be glad to let you have more also if you would like them.

Sincerely,

Elizabeth Rogers
Secretary to Dr. Mitchell

THE METHODIST CHURCH
ATLANTIC COAST AREA
250 AUBURN AVE., N. E.
ATLANTA 3, GA.

J. W. E. BOWEN
RESIDENT BISHOP

MRS. V. G. DICKERSON
SECRETARY

Study Communities

RECEIVED
JUL 27 1950
Southern Regional Council

July 26, 1950

Mr. George S. Mitchell
Southern Regional Council
Room 432, 63 Auburn Ave., N. E.
Atlanta 3, Ga.

Dear Mr. Mitchell:

Thank you for the copy of the leaflet entitled "Small Town Slums-How To Get New Houses". In my judgment, this is an important leaflet and truly should be distributed widely in small towns and among people who deal with those who live in these small towns.

We have so many of them in our deep south and I shall be happy to be instrumental in any way to distribute these leaflets. I do not know how many copies you could let me have but I have twenty-six district superintendents, all of whom have small towns on their districts. It would be helpful if I could get hold of some copies to distribute to these district superintendents who may give them to such pastors as may be interested and would be instrumental in having them used in the small towns. At least, any way that I can help to distribute this leaflet, I should be glad to do so because, as I read the leaflet, it seems to me to be of great value.

With every good wish, I am

Sincerely yours,

J. W. E. Bowen

J. W. E. Bowen

JWEB:VD

Beth Rogers
Secretary to George S. Mi

July 24, 1950

Mr. John Q. Schisler
P. O. Box 871
Nashville 2, Tennessee

Dear Mr. Schisler:

Thank you for your letter to Mr. Mitchell of July 21. He is out of the city this week, and will see it when he returns.

The 135 copies of the leaflet on small-town housing are being sent under separate cover. It is kind of you to mail them out.

And thank you for your check for $9.00.

Sincerely,

Beth Rogers
Secretary to George S. Mitchell

SRC - Housing Study

BOARD OF EDUCATION

THE METHODIST CHURCH

DIVISION OF THE LOCAL CHURCH

JOHN Q. SCHISLER, EXECUTIVE SECRETARY

P. O. BOX 871

NASHVILLE 2, TENNESSEE

A World Service Agency of
The Methodist Church

Return to BR

July 21, 1950

RECEIVED
JUL 24 1950
Southern Regional Council

Mr. George S. Mitchell
Southern Regional Council, Inc.
63 Auburn Ave., N. E.
Atlanta 3, Georgia

My dear Mr. Mitchell:

The best way for us to get your leaflet to pastors is through the Executive Secretaries of our Conference Boards of Education. If you will send me 135 copies I will include one in the next mailing to our Executive Secretaries and call attention to it and ask them to order for their pastors if they will.

As for my dues, like other busy people, I pay only what I am asked to pay, and honestly I do not think that my attention has been called to dues for the council. At any rate, here is your nine! JPT 7/24/50

Cordially yours,

J. Q. Schisler

JQS:ET

John Q. Schisler

Sent $9.00 7/24/50

July 19, 1950

Dr. John Q. Schisler
810 Broadway
Nashville 2, Tennessee

Dear Dr. Schisler:

Here is a leaflet which, if widely distributed, can do a lot of good. It simply translated fourteen pages of government procedure into two pages that people could read. I had it carefully checked by government people and it passed their scrutiny.

Could the Board of Education help me in some way to get it out to small-town ministers who would be interested? We printed several thousand and I could send you any number that would be useful -- for free.

May I take up in this letter an item of dues? Yours is a letter perfect record as a member for 1944, 1945, 1946, and 1947. There is a blank since then. It would cost $9.00 altogether to make you current through 1950. That is steep, and we will be happy to mark you paid in full for whatever check you may find it possible to send in.

I am gratefully aware of the generous help that your Board gives the Council each year, but dare to hope that in addition to that, as an individual member you will be willing to bring your dues on up.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

Same letter to all on FCW's list

Encl.: 15 housing leaflets
1 what kind of South

SRC - Housing Study

A postscript on the letters to Ky., N.C. + Virginia noted the incorrect address for Hanson in the leaflet —

July 25, 1950

Mrs. J. I. Blount
2768 Hanover Circle
Birmingham, Alabama

Dear Mrs. Blount:

This comes to you as President of the Alabama Council of Church Women.

We put together a few days ago this little leaflet. It describes a new housing program which can be very useful in small towns.

What the Council did was to take fourteen pages of government procedure and boil it down into this simple leaflet. And while it is unofficial, it is believed to be accurate.

I do hope that you will be concerned to get it into the hands of people in Alabama who could begin to take action in their towns.

More copies for you if you need them.

Sincerely,

George S. Mitchell
Executive Director

GSM:en
Encls.

Signed in Dr. Mitchell's absence

REV. EDWARD G. MACKAY, D.D.
CHAIRMAN, ADVISORY COMMITTEE

REV. FORREST CLEBURNE WEIR, PH.D.
EXECUTIVE SECRETARY

REV. JOHN M. ALEXANDER, D.D.
CHAIRMAN, RADIO DEPARTMENT

Southeastern Inter-Council Office

Representing

The Federal Council of Churches of Christ in America
The International Council of Religious Education
The Home Missions Council of North America
The United Council of Church Women
The United Stewardship Council

63 AUBURN AVENUE, N. E., ATLANTA 3, GEORGIA

July 19, 1950

Dr. George S. Mitchell
Room 432
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Dr. Mitchell:

I am more than happy to give you the following list of state presidents of Councils of Church Women in my area:

✓ Alabama.....Mrs. J. I. Blount, 2768 Hanover Circle, Birmingham

✓ Florida.....Mrs. J. M. Edenfield, 2908 Post St., Apt. 1, Jacksonville

✓ Georgia.....Mrs. Chester E. Martin, 3590 Ivy Rd., N. E., Atlanta

✓ Kentucky.....Mrs. D. D. Dugan, 2726 Cumberland Ave., Ashland

✓ Mississippi.....Mrs. Alvis McNeill, 730 Hooker St., Jackson

✓ North Carolina..Mrs. C. C. Todd, 134 N. Church St., Rocky Mount

✓ South Carolina..Mrs. W. E. Durant, Elliott

✓ Tennessee.....Mrs. Charles M. Henderson, 2020 Nelson Ave., Memphis 4

✓ Virginia.....Mrs. F. R. Crawford, 906 High St., Farmville

West Virginia...Mrs. James M. Laird, 1879 Louden Rd., Charleston 4

Cordially yours,

Forrest

FCW:ek

Forrest Cleburne Weir

July 17, 1950

Rev. Forrest C. Weir
63 Auburn Avenue, N.E.
Atlanta, Georgia

Dear Mr. Weir:

Many thanks for your memorandum of July 14 about the small-town slums leaflet.

I haven't got the postage to get them out to local county ministerial associations, though I wish I had.

Your kind suggestion about State presidents of Councils of Church Women is extra good. If you will let me know to whom I should send them, I will be happy to get a small stack into each State president's hands.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

REV. EDWARD G. MACKAY, D.D.
CHAIRMAN, ADVISORY COMMITTEE

REV. FORREST CLEBURNE WEIR, PH.D.
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63 AUBURN AVENUE, N. E., ATLANTA 3, GEORGIA

July 14, 1950

MEMORANDUM

To:
Dr. George S. Mitchell

From:
Forrest C. Weir

With reference to the use that might be made by churches of "Small Town Slums—How To Get New Houses", I have two suggestions to make:

1. County ministerial associations and alliances. I do not have an adequate list. I suggest you request one for the states you desire to cover from Dr. Jesse M. Bader, The Federal Council of Churches, 297 Fourth Avenue, New York 10, New York.

2. Councils of Church Women have shown an interest in housing. I rather think that the state presidents would welcome an opportunity to direct local women in making available the information you have. If you desire to follow this up, I can give the list for my territory.

SRC - Housing Study

July 17, 1950

Mr. A. R. Hanson, Director
Richmond Field Office
Public Housing Administration
900 North Lombardy Street
Richmond 20, Virginia

Dear Mr. Hanson:

Many thanks for your letter of July 12 about the leaflet on the new Rural Nonfarm Housing Program.

I was born on Lombardy street and ought to have pricked up my ears when so unfamiliar a Richmond name as Normandy was handed me as your address.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

UNITED STATES DEPARTMENT OF AGRICULTURE
Interbureau Committee on Post-War Programs
Washington 25, D. C.

THE FARM HOUSING PROBLEM

(This analysis of the farm housing problem was prepared by a working group of the Interbureau Committee on Post-War Programs of the Department of Agriculture for submission to the Senate Special Committee on Post-War Economic Policy and Planning, January 17, 1945)

For decades there has been a growing realization of the importance of adequate housing to the health and the social and material well-being of people and a recognition that the public interest requires special ways and means of enabling large population groups to gain access to better living quarters. For the most part, however, inadequate housing has been associated in the public mind with cities. Little thought has been given to the rural situation. Yet the fact is that rural-farm dwellings in general are inferior to those of urban families, and the homes of hired farm workers are even less adequate than those of farm operators.

Table 1. Percent of Rural-Farm and Urban Dwellings Having Selected Characteristics, 1940 1/

Item	Rural-Farm	Urban
Overcrowding (more than 1.5 persons per room)	16	6
Electric lighting	32	96
Running water	18	94
Mechanical refrigerator	15	56
Private flush toilet	11	83
Private bath	12	78

1/ U. S. Dept. of Commerce, Bureau of Census, 16th Census of United States, (1940) Housing, Vol. II, Part I, General Characteristics, Table 8, p. 23; table 7, p. 20; table 9B, p. 36; table 7A, p. 21; table 7B, p. 22. Vol. I, Data for Small Areas, Part I, table 5, p. 9.

Classification of Rural-Farm Dwellings

For the country as a whole, the houses of operator and non-operator families living on farms may be grouped according to their size and value as reported by the Census in 1940. In like manner, farms on which operator families resided in 1940 may be classified in terms of their capacity to finance and support acceptable housing. When this is done the condition of houses for each class of farms may be described. Also, account can be taken of off-farm work as it affects the ability of farm families to finance and support acceptable dwellings. This view of housing in relation to the capacity of farm families to support acceptable dwellings from the proceeds of farm employment or a combination of farm and off-farm employment brings

into clearer focus some of the practical problems which different income groups of farmers must overcome in order to secure and maintain acceptable housing.

While such a general overall view is now possible, available information is not yet sufficient to yield a full description of the farm housing problem. The approach is helpful but much remains lacking in detail. For example, proper account of regional variations is not yet possible nor is an analysis of the effect of tenure status on the opportunity to enjoy acceptable housing. Also it is unfortunate that the information does not permit a better description of the housing of farm laborers, particularly of migratory workers. However, the information does provide a basis for partial analysis of the housing problems of non-operator families living on farms, including among others a portion of the farm laborer families, and a somewhat more complete analysis with respect to the farm-operator group.

Using 1940 Census data, farm dwellings have been classified into three groups on the basis of their size and value. 1/ The first group consists of units which had at least 5 rooms and were worth at least $1,000. It is assumed that these dwellings are acceptable although many of them lack modern conveniences and comforts. The second group consists of units which had 3 or 4 rooms and were worth $500 or more, and all larger units if worth from $500 to $1,000. In most cases, these units need extensive repairs or remodeling. In general, 3 or 4 room structures are too small, particularly on farms where on the average families are larger than in cities. The third group consists of all dwellings which had only 1 or 2 rooms, and larger units worth less than $500. Usually it would be more economical to replace such structures than to enlarge or remodel them. For convenience, the first group has been designated as "Acceptable," the second as "Repairable," and the third as "Non-Repairable." 2/

There is a marked relationship between these classes of houses and the facilities which we usually expect to go with a dwelling. That is, the proportion of "Acceptable" dwellings having given facilities is generally much greater than for "Repairable" or "Non-Repairable" dwellings and the proportion of "Repairable" dwellings having these facilities is much greater as a rule than for "Non-Repairable" dwellings, as indicated in Table 2.

1/ Values for tenant-occupied dwellings were calculated by assuming the rent per month to be one percent of the value.

2/ While for any particular group the term may not be appropriate for every house included, it probably is suitable for the vast majority in the group. Since there may be as many houses outside a particular group, which might appropriately bear the label of the group, as houses within the group which in this way are mislabeled, the number in each group probably represents the number among the total houses included in all groups which would be properly characterized by the term.

Table 2. Classes of Rural-Farm Dwellings Related to Specified Facilities 1/

Class	Percent Having						
		Water Supply			Refrigeration Equipment		
	Electric Lights	Running Water	Inside Hand Pump	Flush Toilet	Mechanical	Ice	Radio
All	32	18	11	12	15	18	59
Acceptable	67	43	18	31	34	21	88
Repairable	26	11	12	4	8	22	63
Non-Repairable	7	2	6	1	2	11	30
Unclassified 2/	35	21	12	15	20	17	60

1/ Adapted from U. S. Department of Commerce, Bureau of the Census, 16th Census of the United States (1940), Housing, Volume III, Part 1, Tables A-6 and A-7. In this adaptation it was assumed (1) that for 1 and 2 room dwellings valued at $500 or more (rental $5 or more) the same proportion of the above facilities would be reported as for all dwellings valued at under $500; and (2) that for 3 and 4 room dwellings valued at $1000 or more the same proportion of the above facilities would be reported as for dwellings of 3 or more rooms valued at $500 to $999 ($5 to $9 rental.)

2/ Dwellings with value or number of rooms not reported. In view of the fact that the percentages of facilities reported for unclassified dwellings are so close to the percentages for all dwellings, these unclassified dwellings may be distributed proportionately among the three classes indicated. This has been done in succeeding tables.

It may be observed that rural-farm tenant dwellings were in worse condition than those of owners. For example, half of tenant-occupied dwellings as against about one-fourth of owner-occupied dwellings were classified as "Non-Repairable," while only about one-sixth of tenant dwellings were classified as "Acceptable" as compared with nearly half of owner houses. The same relationship holds for facilities, as indicated in Table 3.

Table 3. Comparison of Rural Farm Owner-Occupied and Tenant-Occupied Dwellings, 1940 1/

	Percent	
	Owner-Occupied 2/	Tenant-Occupied 2/
Class of Dwellings:		
Acceptable	45	17
Repairable	28	32
Non-repairable	27	51
Facilities:		
Running water	25	11
Inside hand pump	13	10
Flush toilet	17	6
Mechanical refrigerator	21	7
Ice refrigerator	19	16
Electric lights	43	20
Radio	70	46

1/ Same source as Table 2. Unclassified dwellings were distributed proportionately among the three classes of dwellings.

2/ "... A dwelling unit is classified as owner occupied if it was owned either wholly or in part by the head of the household or by some related member of his family living in the dwelling unit. All other occupied units are classified as tenant-occupied whether or not cash rent was actually paid for the living quarters. Rent-free quarters and living accommodations which were received in payment for services performed are thus included with the tenant-occupied units." 1940 Census of Housing, Volume III, Part I, page 4. It should also be noted that in most cases tenant farm operators and hired farm workers do not actually pay cash for living quarters, as these are usually included in the arrangements for renting the farm or in the terms of employment.

Why Poor Farm-Operator Dwellings

An important reason for inadequate farm housing has been the lack of sufficiently remunerative employment to pay for better structures. For the country as a whole, it appears reasonable to assume that unless a family was able to produce at least $1,500 gross farm income per year under 1939 conditions, it was not able to finance an acceptable dwelling from farm income. With less than this amount, there would not be much left for housing after farm operating and family living expenses were met and necessary farm capital purchases were made. This does not mean that every farm with a smaller gross income capacity under 1939 conditions could not finance and maintain an acceptable dwelling, nor that every higher income farm could do so. The situation would vary for different parts of the country, but for the country

as a whole this appears to be a reasonable figure to use. 1/ After the value of home used products and farm operating expenses are deducted from this $1,500 gross, there remains on the average about $750 net cash farm income. In many cases farm mortgage principal payments would have to be deducted from this $750 as well as any cash advances for expanding farm operations. The remainder would be available for family living expenditures, including housing, savings, or retirement of non-real estate debts. It is thus difficult to see how the average farm family could provide itself with an American standard of living, including an acceptable house, with much less than $750 net cash or $1,500 gross farm income.

Sufficiently remunerative employment to support adequate housing may be provided by the farm alone or by the combination of farm with off-farm employment of the operator and members of his family. Estimates have been prepared for the 5,760,000 farm-operator households living on farms in 1940. Information available is not sufficient to estimate the housing and employment of the operators of the other 337,000 farms reported by the Census in 1940.

For this purpose farms have been grouped into three broad classes. Class I farms are all units which in 1939 had a gross farm income of at least $1,500 and other units that had at least $8,000 worth of land and buildings and at least a team of horses or equivalent power. In like manner, Class II farms are remaining units with a gross farm income of $750 to $1,499, and other units that had $4,000 to $7,999 worth of land and buildings and at least a team of horses or equivalent power. Class III farms are all remaining units. This class contains all farms with gross farm income under $750, except those that had land and buildings worth $4,000 or more and at least a team of horses or equivalent power.

All Class I farms were considered to be sufficiently productive to finance acceptable dwellings without off-farm employment. Class II and III farms were not. Class I farms comprised about one-fourth of all 5,760,000 units, Class II about one-fifth, and Class III slightly more than one-half. (See Table 4.) To be able to support an acceptable dwelling from the proceeds of their employment, it is estimated that in 1939 farm-operator families of Class II farms needed on the average at least 100 days of off-farm employment in addition to employment on their farms, while families on Class III farms needed about 200 days.

About one-fourth of the 1,200,000 operator families on Class II farms had at least 100 days of off-farm employment and nearly one-fourth of the 3 million operator families on Class III farms had 200 days. (See Table 4.) In other words, as of 1940, of the 5,760,000 farm operator families on farms, less than half, about 2,560,000, could finance acceptable dwellings. About one-fourth, 1,560,000, could do so from farm employment alone, while about one-sixth, 1,000,000, could do so from a combination of farm and off-farm employment. This leaves more than half, 3,200,000, who could not finance acceptable dwellings either from farm or a combination of farm and off-farm work, as indicated in Table 4.

1/ Were one to prefer to use $1,200 as the breaking point between the two upper farm classes, it would shift only about 7 percent more farm operator families into the top group.

Table 4. Class of Farm Related to Ability of Farm Operator Families Living on Farms to Finance an Acceptable Dwelling from Farm or Combination of Farm and Off-Farm Employment in 1940 1/

Class and Number of Farms		Indicated Ability to Finance an Acceptable Dwelling		
Class	Number	Able from Farm Employment Alone	Able from Farm Employment Combined with Off-Farm Employment	Unable to Finance an Acceptable Dwelling from Farm and Off-Farm Employment
		(All Numbers in Thousands)		
Total	5,760 2/	1,560	1,000	3,200
I	1,560	1,560	-	-
II	1,200	-	300	900
III	3,000	-	700	2,300

1/ Estimated by the Bureau of Agricultural Economics. Based in part on U. S. Department of Commerce, Bureau of the Census, and the U. S. Department of Agriculture, Bureau of Agricultural Economics, a cooperative study, Technical Monograph, "Analysis of Specified Farm Characteristics for Farms Classified by Total Value of Products," Table 3, p. 21 and Table 1, p. 31. Based in part on unpublished data obtained through a joint study made by the Bureau of the Census and the BAE.

2/ U. S. Department of Commerce, Bureau of the Census, and U. S. Department of Agriculture, Bureau of Agricultural Economics; Series Census-BAE No. 1 "Estimates of Farm Population and Farm Households, April, 1944 and April, 1940," January 14, 1945.

Housing on Different Classes of Farms

In general the quality of farm housing corresponds with the capacity of the farm or combination of farm and off-farm employment to support the dwelling. Of 5,760,000 farm-operator dwellings on farms in 1940, approximately one-third were classified as "Acceptable," one-third as "Repairable," and one-third as "Non-Repairable." (See Table 5.) In the case of 2,560,000 of these farms, where either farm or farm and off-farm employment was sufficient to support acceptable housing, about two-fifths of these dwellings needed either replacement or major overhauling. In more detail, about 3 of every 5 were classified as "Acceptable," 1 of every 4 as "Repairable" and only 1 out of every 6 as "Non-Repairable."

On the remaining 3,200,000 farms, approximately 5 of every 6 dwellings needed either replacing or major overhauling. In more detail, approximately half the dwellings were classified as "Non-Repairable," 1 of 3 was "Repairable," while only 1 of 6 was "Acceptable."

In case of the 3,200,000 farms where neither farm income nor a combination of income from farm and off-farm employment would finance acceptable housing, the problem of improving or replacing dwellings under 1939 conditions, whether the occupants were owners or tenants, was a difficult problem indeed. Fortunately, 560,000 of these farms already had "Acceptable" housing. On the remaining 2,640,000 farms, houses of about a million operators were classified as "Repairable" and those of more than 1-1/2 million as "Non-Repairable."

Table 5. Estimated Number and Condition of Occupied Farm-Operator Dwellings on Farms, Related to Adequacy of Farm and Off-Farm Employment to Finance an Acceptable Dwelling, for the United States, April 1940 1/

Farm and Off-Farm Employment Income is:	Class of Farms	Class and Number of Farm-Operator Dwellings on Farms			
		Total	Acceptable	Repairable	Non-Repairable
		(All numbers in thousands)			
	Total	5,760	2,060	1,700	2,000
A. Estimated to be sufficient to finance an acceptable dwelling	Subtotal	2,560	1,500	660	400
	I	1,560	1,100	360	100
	II	300	150	80	70
	III	700	250	220	230
B. Estimated not to be sufficient to finance an acceptable dwelling	Subtotal	3,200	560	1,040	1,600
	I	-	-	-	-
	II	900	260	340	300
	III	2,300	300	700	1,300

1/ Estimated by the Bureau of Agricultural Economics on the basis of class of farms and class of dwellings shown in preceding tables and relationships shown by unpublished data obtained through a joint study made by the Bureau of the Census and the BAE.

Dwellings of Rural Farm Non-Operators

In addition to the 5,760,000 farm operators living on farms it has been estimated that in 1940 there were 1,400,000 households on farms which did not include a farm operator. In about 600,000 the head was employed in agriculture, in about 300,000 the head was employed in non-farm occupations, while in the remaining families the head was either unemployed or not in the labor force. Nearly three-fourths of the families where the head was employed in agriculture reported less than $500 in family wages and salaries in 1939, a sum too small to support acceptable housing.

Dwellings on farms occupied by non-operators were substantially inferior to those occupied by farm operators. About 1 in 7 was classed as "Acceptable" as indicated in Table 6. Over half of these non-operator dwellings were classed as "Non-Repairable" as compared with about one-third in the case of farm operators.

Table 6. Class and Estimated Numbers of Occupied Rural-Farm, Non-Operator Dwellings, for the United States, 1940 1/

Class	Number of Dwellings
	(000 omitted)
All	1,400
Acceptable	200
Repairable	400
Non-Repairable	800

1/ Estimated by the Bureau of Agricultural Economics. Based in part on U. S. Department of Commerce, Bureau of the Census, Population and Housing, "Characteristics of Rural-Farm Families," Tables 2 and 12. Based in part on unpublished data obtained through a joint study made by the Bureau of the Census and the BAE.

The Situation in 1944

Since 1940 probably no net improvement has been made in the quality of farm dwellings, owing to the difficulty of obtaining materials during the war emergency. However, several forces have reduced the number of houses needed on farms and have enhanced the ability of farm families to afford better dwellings. There has been a reduction in farm population, a reduction in the number of farm operators living on farms, an increase in both full-time and part-time off-farm employment opportunities for farm people, and an increase in farm income due both to higher production and higher prices.

It has been estimated that there was a reduction of about 4-2/3 millions (15 percent) in rural-farm population from April 1940 to April 1944 and a reduction of about 3/4 million in the number of farm operator households on farms. 1/ By 1944 the total volume of farm production had increased about one-third from the average production in 1935-39 and farm prices had nearly doubled. Many more part-time and full-time off-farm jobs had become available to farm families. The opportunity for more regular and productive employment, either on or off the farm, and to earn higher incomes obviously has increased the number of farm families that can afford acceptable housing under present conditions.

Also the number of houses needed on farms under present conditions is smaller than the number needed in 1940. As compared with about 2,640,000 operator families who were living in "Repairable" or "Non-repairable" houses in 1940, and were unable to finance "Acceptable" dwellings at that time, either from farm or a combination of farm with off-farm employment, only around 2 million such families were living in the same type of houses in 1944, if we

1/ Series Census-BAE No. 1, "Estimates of Farm Population and Farm Households, April 1944, and April 1940," January 14, 1945.

take into account the reduction in the number of farm-operator households and assume that not many operator families living in "Acceptable" houses were involved in this reduction. A rough estimate indicates that about half of these families, or around 1 million, were able to finance acceptable dwellings under 1944 conditions, while one million still were unable to do so.

In summary, under 1944 conditions of practically full employment, about 5 million operator families were in need of housing on farms. Approximately 2 million now occupy "Acceptable" houses, and about 3 million are in "Repairable" and "Non-Repairable" houses, approximately half in each class. Of this 3 million about 2 million are in position to finance acceptable housing, if appropriate housing credit can be made available to serve their needs, while about one million, even under 1944 conditions, had insufficient incomes to finance acceptable housing. About half of these 2 million who can finance acceptable housing need to replace their dwellings and about half of the million who cannot finance acceptable housing also need new houses.

Available information did not permit an estimate of the number of non-operator families, including many farm laborer families, living on farms in "Repairable" and "Non-Repairable" houses who still are unable, under present conditions, to finance the replacement or improvement of their homes. Neither did it permit an analysis of the special housing problems of farm laborers and tenants. It may be pointed out, however, that while an owner-operator with sufficient income is free to go ahead and improve or replace his dwelling if he desires to do so, unless he needs and is unable to obtain a type of credit which is suitable to his situation, a tenant-operator usually is not. His problem of getting acceptable housing is often very difficult because even though he may have an ample income his ability to obtain acceptable housing may be dependent in part upon the willingness of the landlord to invest in acceptable tenant housing, and in part upon availability to the landlord of suitable housing credit.

Measures to bring about needed adjustments and improvements in farming practices to increase efficiency and thus to make the farm operator's labor more productive should be generally helpful, as should measures to reduce the cost and to expedite the construction of acceptable housing. Modifications of the credit mechanism and other devices may prove to be helpful in remedying housing conditions on the farms of operator families who have adequate incomes. However, if a substantial portion of the million farm-operator families who even under 1944 conditions could not afford acceptable housing are to be adequately housed, it appears that such additional steps as the following may be required:

1. Increase the income of some of these families from farming by enlargement of small farms or by some other means.

2. Increase the income of other families in this group from supplementary sources or by full-time off-farm employment.

3. Use temporary subsidies, in accordance with some agreed upon minimum standards, particularly with reference to health, until the more basic measures take sufficient effect and in cases in which such measures are not fully applicable.

South - moving as fast as other groups
100% increase in farm houses with flush toilets

PAGE PARTIALLY ILLEGIBLE

Here's Your Key

"Home" is one of the first words every child learns. Next to his family, home is the dearest thing to every human being. To be homeless is indeed a great calamity.

Today we suffer not only from a critical lack of homes but also from a great shortage of almost any kind of shelter. It is one of the most alarming problems we must solve—and we must solve it as a nation, not as individuals.

In the way we go about solving our dire housing needs, we shall display our ability to deal with other national problems, on a national scale, for the good of all our people, and not just certain vested interests who would gladly jeopardize all of America's future for just one moment of personal boom today.

If we solve our housing problem wisely, we will be certain that before very long all our people will have, or will be able to look forward to, good homes worthy of our people.

If we solve our housing problem wisely, we will also make a major contribution to full employment.

If we solve our housing problem wisely, we will not only build homes one by one, as we have always done, but we will also plan and build whole communities in a way to benefit the entire municipality.

If we plan our housing wisely, all our people, regardless of their incomes, and regardless of race, creed or color, will be provided with good, up-to-date dwellings in healthy environments.

If we plan our housing wisely, we shall decrease the incidence of crime, delinquency, and ravaging diseases.

If we plan our housing wisely, and as wisely solve the full production of all the things that go into the making of a home, we shall move a long distance towards national security—without which we cannot possibly attain lasting peace.

For years the CIO has advocated a national housing plan to avoid a housing crisis, such as we are now experiencing.

The Housing Committee of the CIO, under the leadership of R. J. Thomas, President of the UAW, has thoroughly studied our grave housing problem. This pamphlet tells briefly of the Committee's findings and its recommendations. It tells what must be done without delay to give our people houses to live in; and our communities, homes to be proud of on both sides of the track.

It explains the General Housing Bill introduced by Senator Wagner and now before Congress, which deals with a national policy on housing and how this policy can be put into action. And it tells you what you can do, wherever you are, to help solve our housing problem.

PHILIP MURRAY
SIDNEY HILLMAN

Illustrations by Harold Price.

Our Housing Needs

It would be foolish to explain how great our housing need is today. Everybody knows it. There is practically no city or town in America without a housing shortage. Thousands, hundreds of thousands of families have doubled up—often in houses and apartments not large enough for even one family.

The shortage is rapidly increasing. By the end of 1946, according to the National Housing Agency, we shall have 3,401,000 families forced to live with relatives or to double up with others. That means that about 6,802,000 families will be "doubled-up" in houses and apartments. The prospect of their getting homes of their own in the near future is not very bright.

Not only have families doubled-up, but great numbers have also moved into wretched quarters which would normally be demolished as unfit for human habitation.

People often wonder where the housing shortage comes from. The fact is that we have always had a housing shortage. For many years now we have not even built enough houses to replace those that became too old and unsafe for use; and, of course, the population kept growing and was not taken care of. Then along came the depression of the 1930's, when construction dropped so low that for every five houses needed, only one was built. The depression years were followed by the war years when the building of private homes stopped almost altogether.

Millions of veterans are now looking for shelter. They cannot find it. The Wagner Housing Bill will help them in their weary search. It will also promise them decent housing of their own in the near future—at prices they can afford to pay.

A Bad Beginning

We started out with a bad housing situation as far back as 1930. And in the 15 years since then, a great number of houses have deteriorated until they are no longer fit or safe to live in. Meanwhile the number of families has kept right on growing and growing. Every year we gain over half a million new families who come to market for homes. Add more and more families to fewer and fewer dwellings and the result is a critical housing shortage.

Another thing happened during the war: farm people moved into war-plant centers. The cities, which were already crowded to the gills, began to spill over into every variety of outskirt slum.

The depression, the war, the migration of workers to war production areas, and the constant growth of our population—all these contributed to our present housing shortage.

But the most important cause of all is the fact that so far in our history we have not had a national housing policy.

Our cities and our towns just grew. The home builders would not build houses for people who could not afford to pay for them. They built instead for the higher income level customers. The higher the income, the more the building activity. The result is that even today, when the shortage of housing is so great, there are many great bargains to be had in houses of $50,000 to $100,000. Many of them are boarded up, surrounded by beautiful gardens, but just as empty and as useless as condemned slum dwellings.

People with low incomes could never afford to buy the new homes built by private builders. The majority of our people always had to buy their homes second-hand. The poorer our people were, the older and the more disease-breeding were the cast-off houses they could afford to buy or rent. At the lowest level were the terrible fire-traps which blight every American city.

Some of the slums started out as respectable, new housing. In time they deteriorated. The people moved away. The old houses were divided and rented out to twice, four times the number of people for which they were built. The crowding increased. Slowly the entire area in that neighborhood became depressed. It turned into a slum which bred crime, delinquency, disease.

We Did Not Have a Policy

And all because we did not have a housing policy. We have a public school education policy, a police protection policy, a war and navy policy, and many other policies on problems affecting the entire nation. But we do not have a housing policy.

Today we have crowded slums which must be cleared. And there is an additional shortage of 8 million dwellings. Next year the shortage will be greater, because we will have more families. By 1956, ten years from now, we will have another 5 to 6 million new families in need of homes.

That means that in the next ten years we must clear 8 million units which are unfit for human habitation and are beyond repair;

we must repair 4½ million units which are in bad condition; and we must build at least 16 million new housing units.

Though private builders never in our history built more than an average of half a million dwellings in one year, we must plan to build more than three times that many in each of the next ten years to fill our needs.

We must, and we can do that.

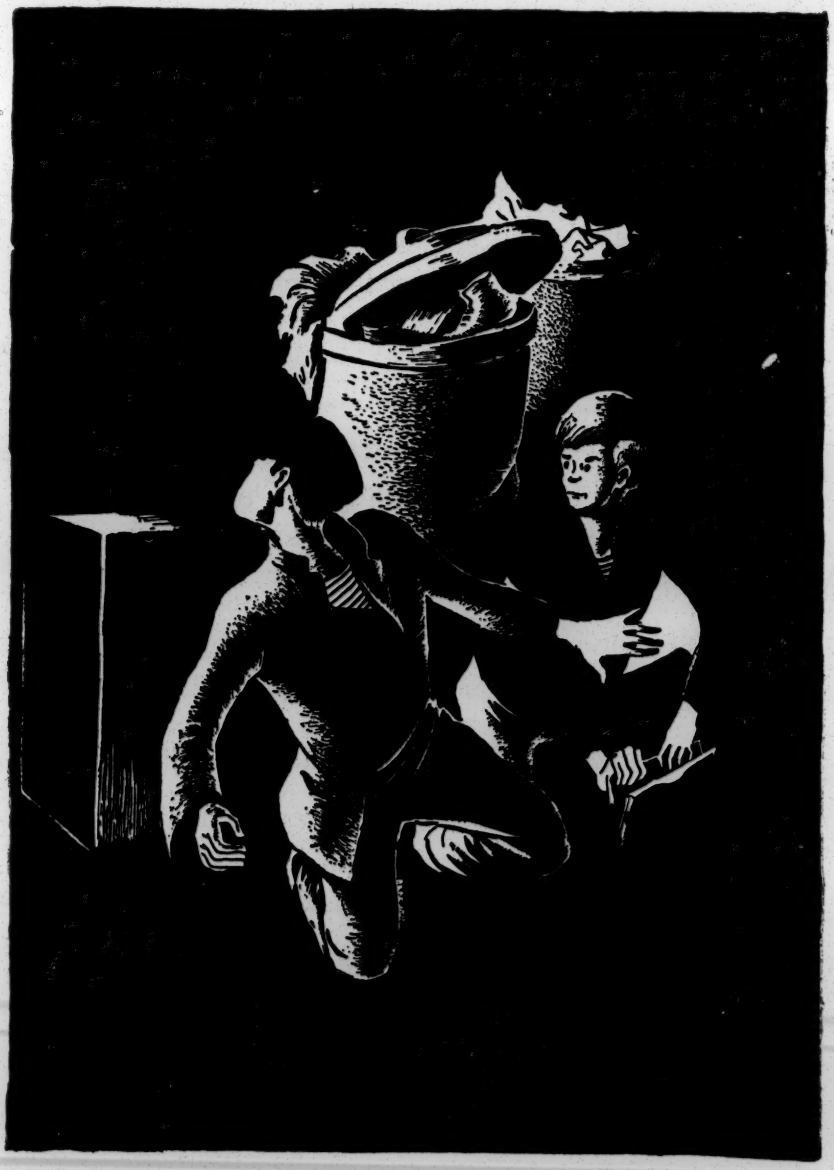
We can, if we stop building the way the ancient Egyptians did—one brick at a time—and start building the modern way. We now have all sorts of new materials, new heating and lighting devices, and mass production ways of making and putting them together quickly and efficiently. If we produce them in large quantities, the cost of each unit will go down and down.

We must build the needed houses because we must have them for our returned veterans and all our young people who want to raise families.

We must also build them to make sure that every one who is able and willing to work can get a job at good wages.

We must also build them to save our cities from ruin. For, as everybody knows, a dead cow gives no milk and a slum yields no taxes. And no community can exist without taxes.

Above all, we must build them because we are Americans and believe in our way of life. In our way of life every man, woman and child is entitled to a good home—and not a bad slum.



Slums are a menace to the people who inhabit them. They are a great burden to the community. Slums cost the cities three times more in crime control, disease, fires and delinquency than other neighborhoods. The Wagner Housing Bill will help clear the slums.

Housing Must Be Planned

If we are to have good homes, we must have community planning. This is particularly true for low-rent housing.

Housing is obviously a community affair. For only through community participation and community planning can housing become home-building.

UAW President R. J. Thomas puts it this way:

"We believe that ultimately, as a nation, we will not be engaged upon just a program of home building, but rather upon a planned program of rebuilding our cities, towns and other living facilities."

The CIO Housing Program calls for:

1. 1,750,000 new homes a year for 10 years.
2. The complete elimination of all slums and blighted areas.
3. Full production and full employment in the home building industry to assure full employment in all industries.

People need housing. We need it even if we have homes now and our dwelling problem is solved. For housing, if undertaken on a scale to fill our needs, would help to guarantee prosperity for a long time. A sound prosperity is something all of us are interested in.

If we start to build homes at the rate of 1½ to 1¾ million units a year, the building industry would employ 6½ million workers. If 6½ million people work at good wages, they will

have enough money to buy the goods and services of other industries. If more homes are built, more furniture, more refrigerators, more washing-machines, more electric irons will be needed and bought. More cars will go into the garages. More roads will be built.

We know that without an enormous expansion in home construction, we cannot attain full employment in America.

On the other hand, the employment of 6½ million people in the building industry would keep the pump of our entire industry working at high speed. If we pay our workers as high wages as possible and keep prices down as low as possible, our future will be very bright.

Who Can Buy New Homes?

We have the need and we have the ability to build good homes for everybody. But will all our people be able to buy the houses we produce?

The answer is: *No.*

One-third of our nation today has an income of less than $1,500 a year. They cannot afford to buy any private housing, and they can afford to pay no more than $10 to $30 a month in rent. Another third of our nation receives between $1,500 and $2,500 a year. They, too, can hardly afford to buy the houses private builders and speculators build. And even they cannot afford more than $30 to $40 a month for housing.

Nearly 18 million American families cannot afford to buy privately built homes. Private builders will not build for people

who cannot afford to pay. For these 18 million families, private builders never built any new homes.

Private builders can go on building for those who can afford to pay high prices. But we must protect all the rest of our people who cannot afford housing that costs more than $10 to $40 a month.

We must establish a national policy on housing and make that policy work—to clear the disgraceful slums and to build decent homes for all of our people.

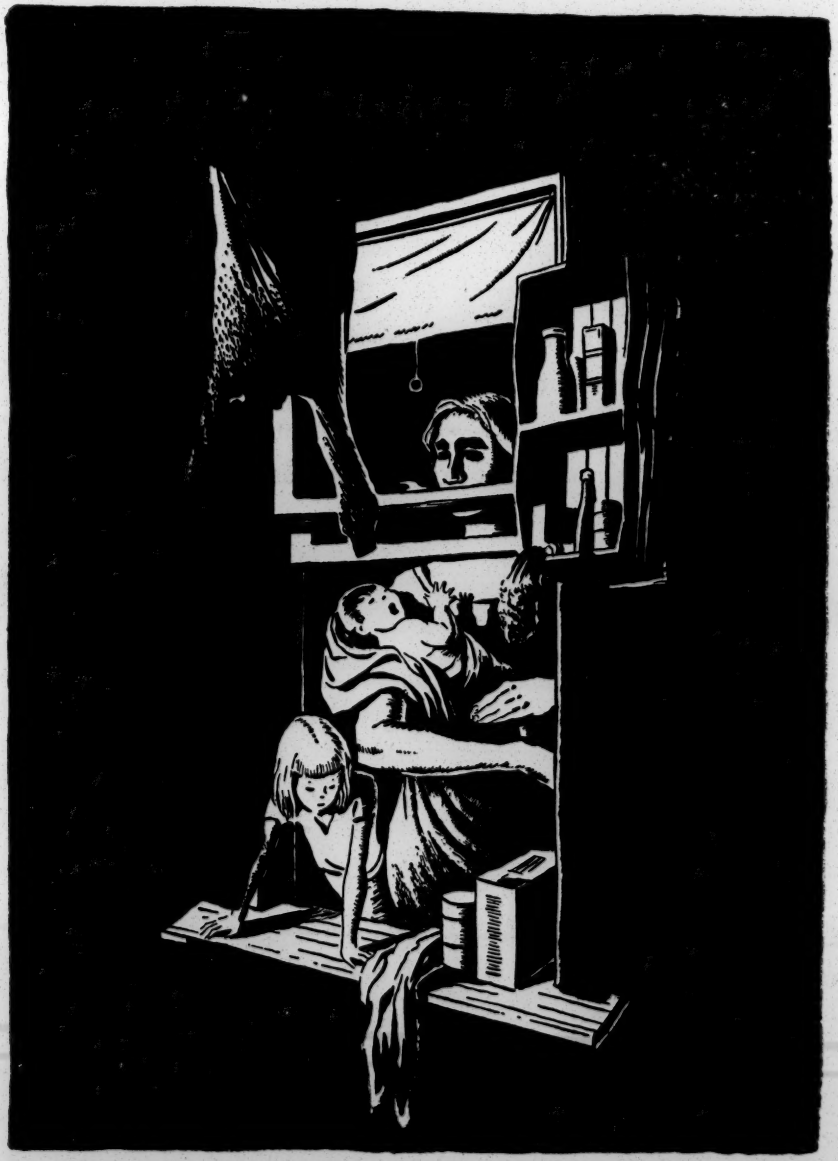
Two Are Better Than One

We really need two policies in housing. For we have two problems.

One problem is to do something about the immediate housing shortage caused by the fact that we have not built enough dwellings since 1925, and returned veterans want to get married and settled in homes of their own right away. We must find housing for our veterans.

The second problem is our long-range need of decent housing for all our people.

The measures we take now, to solve our immediate needs, must be considered in relation to our long-range plans. Otherwise we shall succeed only in creating a short-lived housing boom, fleece the veterans and other customers of their ready cash, and create many new slums.



Two-thirds of all wage earners cannot afford to pay more than $10 to $40 a month for housing. Few can more than dream of becoming home-owners. The Wagner Housing Bill will make it possible for them to own their own homes, in good surroundings—and to keep them.

We must therefore have two national policies in one: the first to help solve our immediate housing shortage; the other to solve our immediate needs in such a way that we may proceed from there to solve our shortage in decent homes.

Immediately, we must keep a tight clamp on rents. We must also put a ceiling on all available real estate, and all new homes. We must prohibit the disgraceful speculation now going on. We must keep and enforce ceilings on building materials. The necessary machinery must be established to assure that building materials are made available for housing under $7,000 per unit before they are released for mansions, manors, and pavilions. We must make an immediate inventory of all available housing to find shelter for our veterans.

This Must Be Done

And we must plan our immediate, as well as our long-range housing programs to assure decent homes to all of our people, regardless of race, creed, color or national origin.

This must be done right away.

And right away we must start on our long-range housing plans for the entire nation, of which the veterans are a part. The veterans, more than any other group, are eager to become civilians without distinction and to help solve our common problems jointly.

The Wagner Housing Bill

On November 14, 1945, Senator Robert F. Wagner introduced a Housing Bill in the Senate of the United States.

The Bill itself is 110 pages long, and it spells out clearly what the government must do to help solve our housing needs and how we can attain our objectives.

Everyone interested in housing should read the Bill, which can be obtained for the asking from Senator Wagner. Ask for Bill S-1592.

This, in brief, is what the Bill proposes:

1. ***A permanent national housing agency*** which will direct and supervise all the activities of the Federal government relating to housing.

2. ***The establishment of research*** and related studies by the government in building materials, new design and construction, and every conceivable improvement for better, safer, cheaper and more healthful homes.

3. ***Disposition of war housing*** to be made in a way to give veterans preference in renting dwellings in these projects. When it is in the public interest, these war housing projects to be sold for low-rent purposes.

4. ***Slum clearance*** through financial and technical aid by the National Housing Agency until all slums are abolished.

5. ***Help for people with moderate means*** to own their own homes through the insurance of mortgage loans by the FHA up to 95% of the appraised value of the house but not to exceed $5,000. The interest rate to be 4% or less; and the mortgage to be good for a 32-year term. It also provides for the extension of the period of the mortgage if the home-owner is unable to pay because of unemployment, or other conditions beyond his control. This would mean low down-payments, low monthly payments, and protection against foreclosure in times of need.

6. ***Stimulation of the building of low rental housing*** by allowing the FHA to insure mortgages up to 95% of value, at 3½% interest and a 40-year term to cooperative housing projects, or housing projects instituted by Federal, State or Municipal corporations.

7. ***Public low-rental housing to be built*** for people in the lowest income brackets, who cannot afford to buy homes at any price and who cannot afford to pay more than $10 to $30 a month in rent. For these people 500,000 units to be built over a four-year period. These units to be publicly financed and built after a thorough study of local conditions and after determining that the projects are absolutely necessary and have the approval of the governing body of the locality.

8. ***Adequate rural and farm housing*** to be stimulated by allowing the Secretary of Agriculture to make 40-year, 3% interest loans to build safe and sanitary dwellings for poor farmers, tenant farmers and farm laborers.

Farmers have more housing—more BAD housing than city people. Nearly 90% of all farm houses need major repairs, have no indoor toilets, no baths. The Wagner Housing Bill would give the poor farmer a chance to repair his old house or to get a new one fit to live in.

9. Mutual consumer cooperatives and other non-profit organizations to receive credit aids from the National Housing Agency for housing projects for low income families otherwise not served by private enterprise and not eligible for subsidized low-rent public housing.

10. Periodic inventory of housing needs to be made and a report submitted each year to Congress. This report should be in estimates of needs for full employment, the building of homes to be increased if general employment drops.

All of these provisions together make up the Wagner Housing Bill which would start us on the road to a solution of our housing problem.

To Listen to the Opponents

The opponents of the Wagner Housing Bill are screaming their heads off in the most irrational attacks.

If you read the Bill carefully, you will note that it provides every legitimate protection to the real estate companies and the builders, and it proposes every reasonable aid to private enterprise to encourage private building for those who can afford to pay.

Yet these private construction and real estate people, who have so much to gain from the Housing Bill, oppose it, simply

because the Bill also asks for some help for people in the cities and on the farms who are too poor to buy or even to rent homes on the open market. They are not potential customers, anyway. The objections against helping these people, through their government or non-profit cooperatives, can be accounted for only by the "dog in the manger" explanation.

What Do You Think?

The realty and building interests are demanding that all government controls be lifted from the building industry. That the law of supply and demand be allowed to work in its own uninterfered way. That all rent controls be abolished. And then, as one realty newspaper has put it, let us "pray for the best."

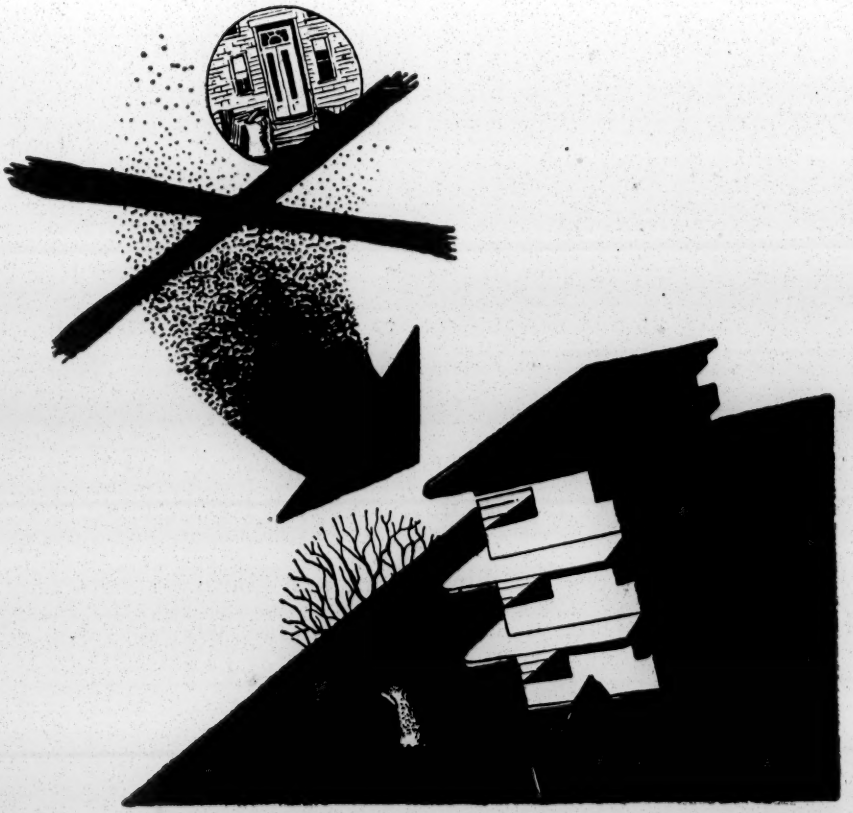
What you, the people, think about our housing shortage and how it can be solved is more important than what the real estate people and the contractors and builders think.

To them the whole business is a question of how much more profit they can gather in the next ten years out of wild speculation in housing.

To you it is a matter of getting safe housing and decent homes to live in and to raise your children in.

What you think must be done about housing on a national scale and through a National Housing Agency is not enough.

You must do something about it.



There are many people who want to build their homes co-operatively, not for profit but to get for each a better home. The Wagner Housing Bill will help these people to plan their own homes, at low interest, low down-payment and low monthly payments.

What You Can Do

1. Write or wire your Senators and Congressmen that you support and urge immediate passage of the Wagner Housing Bill (S. 1592).

2. Join any community group interested in housing and help pass resolutions to support this Bill. If no such organization exists, get together with other people and form one.

3. Get in touch with the political leaders in your community and find out what they are doing to help ease the housing shortage and to urge Congress to pass the Housing Bill.

4. Through your community committee arrange a meeting with your Mayor or your municipal housing committee and find out what plans they are making to tackle the housing shortage.

5. Organize a Housing Committee on the block or in the apartment where you live. Read and discuss this pamphlet. Take action as a group.

6. Write letters to your local newspapers and stimulate discussion on housing in the readers' columns.

7. If you need any more information about housing, ask for it from: William G. Nicholas, Director, CIO Committee on Housing and Community Development, 411 West Milwaukee, Detroit, Mich.

8. *Keep on writing—to your Congressman, your Governor, your Mayor, your local newspapers*

First Star I See Tonight . . .

No. That's no good.

"I wish I may, I wish I might" would not help any.

You really have to sit down right *now* and write to your Congressman. . . .

Dear Congressman:

How about it? We want housing for ourselves and our neighbors. The Wagner Housing Bill is a mighty good bill. How about getting busy and passing it—eh?

Yours, Believe You Me,
A Voter Who Votes.

(*Signed*) .....

. . . or something to that effect.

AND YOU CAN'T GO WRONG if, while wou're at it, you fill out the following:

CIO POLITICAL ACTION COMMITTEE,
205 East 42nd Street, New York 17, N. Y.

I am enclosing one dollar for which please subscribe me to the *CIO-PAC Pamphlet-of-the-Month* for one year.

NAME .....

ADDRESS .....

CITY..... ZONE NO..... STATE.....

You Should Read

Do you need facts for those letters you're writing to your local and national legislators and newspapers? Send for these easy-to-read publications of the CIO and CIO-PAC, containing information gathered by the research and educational staffs on all the vital issues affecting the people.

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1. RE-EMPLOYMENT. Philip Murray's Plan for Peace and Plenty. Publication No. 116. 15¢ per copy, 100 for $12, 500 for $48. Highly illustrated, 32 pp.
2. GOOD SHELTER FOR EVERYONE. A Housing Program for an Economy of Abundance. Publication No. 103, 10¢ per copy, 100 for $7.00.
3. FOR THE NATION'S SECURITY. Discusses the latest developments in the social security field and urges passage of Wagner-Murray-Dingell Bill. Publication No. 90, 5¢ per copy, 4¢ in quantities of 100 or more.
4. ECONOMIC OUTLOOK—Ten Years of CIO: 1935-45. Nov.-Dec., 1945, 10¢ a copy—$1.00 a year.
5. THE CIO AND THE NEGRO WORKER. CIO's stand on unity of Negro and white workers. Publication No. 63, 100 for $1.75, 500 for $5.75.

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CIO COMMITTEE ON HOUSING AND COMMUNITY DEVELOPMENT

R. J. THOMAS
Chairman

WILLIAM G. NICHOLAS
Director, CIO Housing Department

THE REAL ANSWER

"I have ever observed that the great mass of people are always just, both in their intentions and their objects," said Tom Paine, America's greatest pamphleteer.

Tom Paine's democracy means not only consent of the governed but also participation by all of the people in making their government work. The real answer to the problems of our nation was, and is, more and more democracy, taking the issues to the people and letting them decide. CIO-PAC pamphlets are published in that spirit.

If you wish to receive PAC literature, send $1 to the address below and you will receive every CIO-PAC Pamphlet-of-the-Month for one year.

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Concluding Section

What does all this stack up to? Bad housing, yes, a considerable amount of it all over the country--a disproportionate amount of it in the Southern region. We've seen that housing on farms is worse than it is in urban areas, that tenants generally occupy houses which afford a lower level of living than those occupied by people who live in their own homes, and to our non-white population go the worst houses in the communities where they live.

The South's bad housing is in part a reflection of its disproportionate share of farm families, its larger percentage of tenancy and its many non-white inhabitants. These however, are not the causes, but rather a symptom of the underlying problem, for discrepancies exist which make the housing conditions of these groups even lower in the South than in other sections of the country.

Poor housing in the South is essentially a problem of money. Where income is low there is no money with which to build and support good houses ~~so they decay and become slums. Low individual~~ incomes reflect low productivity, the region's lack of industry and service trade, its real and hidden unemployment, and likewise effects the whole level of living of the people in the region. The states with ~~the lowest~~ per capita incomes are those with the ~~lowest~~ proportion of adequate houses, the correlation for each of the thirteen states is high, the ranking identical.

Poverty is the foundation upon which sub-standard homes exist. But the poor houses we have are not only caused by a generally low economic level; they are one of several factors which contribute to it. In towns and cities, blighted areas often develop on land near the center of the community and potentially of great worth, but with slums upon it, valuation for tax purposes drops sharply so much so that in many cases its returns fall far below what is needed to support it. Less maney comes into the community treasury from these areas than goes out to pay for schools, the fire protection, the police and free hospitalization services which they received. For this subsidy the community is repaid in bad housing, in delinquency,in crime and disease.

Blight and deterioration are infectious, they spread to the houses on surrounding properties, eating further into the heart of communities; ~~what is more~~ they spread to the people who live in them as well, nurturing physical degeneration and mental inferiority, breeding despair and hopelessness. With the high birth rates among our low income groups, particularly in rural areas, they contribute the greatest share of the total population. In condemning their children to slum living, the region is condemning itself to a blighted future generations.

Finally, by tolerating ~~There is a final negative factor in our toleration of~~ bad housing, and ~~with~~ by accepting ~~the acceptance of~~ a lower standard of living for certain groups within our population, be they farmers, or Negroes, the region is kept that much farther away from fully developing ~~the development and full utilization of~~ its human and natural resources. J. M. Keynes has estimated that at least 1/5 of a nations economic activity is based upon construction. Building is a

catalyst for all economic activity in increasing employment and purchasing power, ~~but~~ more important, in stimulating industry generally and opening up many related markets. Where there are good homes, land values go up; communities realize greater returns on the land and can maintain a state of solvency ~~and can expand~~ expanding and improving the services they have to offer.

Bad housing is an economic and social evil for the whole region, a luxury which the South can hardly afford. Good housing, on the other hand, is integrally related with ~~the~~ its well-being and economic development. ~~of the region.~~

The question now is how to replace the sub-standard with more adequate and healthful shelter. Estimates of needed repairs and replacements have already been quoted. The census data indicate~~s~~ that well over half of the dwellings in the region need work done on them to make them acceptable as homes.

A large portion of this housing need can and should be met through private construction. However up to now building has fallen short of filling the demand, even for highest income groups. Inevitably private industry will build higher priced houses long before it builds low cost ones

Even after the people who are able and willing to pay high prices have been housed, only a nominal amount of low priced construction will be done by private concerns. The problem of getting good housing at prices which families can afford to pay is a real one.

There is also the urgency for cities to clear their slums; ~~which~~ they do not disappear but ~~expand~~ spread with time. ~~These slums~~ and they remain because it does not repay to rebuild them. In Some cities experiments are being made with private capital: at best it will be a slow process to clear slums in this way. No plans yet worked out call for completion in less thsn five years, some take as long as twenty-five to acomplish the job.

Meanwhile there is still a great need for broad program of low-cost housing, a need which will go unheeded unless communities and states themselves take over the responsibility of doing something about it. The problem, again, is one of money. Where housing needs are most acute funds are most scarce. Slum clearance is expensive and the job involves a financial burden not easy for any city to undertake.

Money has been made available to local communities through federal aid in the form of loans and subsidies. For over a decade now, communities which are ready to take the initiative in planning and carrying out their own slum clearance and redevelopment program have been able to borrow the necessary funds directly from the federal government. Further Federal assistance in the form of capital grants and annual subsidies have made it possible for these localities to charge low rent when familites cannot afford even the economic cost of their homes. The South has participated vigorously in federally aided housing from the beginning and with 20% of the non-farm homes in the country, it has erected 35% of the total number of low rent homes in the nation. By July 1947 54440 low rent homes have been completed at a cost of $230,667,000 and plans are being developed for other projects through the region.

Money for farm housing improvements has been made available as part of a broader program of agricultural rehabilitation carried on under the Department of Agriculture. Through local committees made up of farmers themselves, grants are being made for the purchase and improvement of family farms and homes.

As with the urban housing program, the South has participated more heavily than any other section of the country, out of proportion to the number of its farms but in proportion to its needs. Even so the lack of funds

available has meant that only one twentieth of the farmers who apply can be selected for assistance.

Where federal aid has been used in the past to improve both urban and rural farm housing in the region, it has been highly successful. The main problem has been its limited use, due to lack of funds on the part of federal agencies as well as unreadiness on the part of localities and individuals to take on the responsibility which a housing program would entail.

This brief survey of housing in the South has shown the tremendous inadequacy which exists in the region. All 13 states could profit by a vigorous program of home building and improvement, none of them can afford the cost of maintaining slums. However, only as states and communities become aware of the consequences of substandard housing, and decide for themselves that their minimum standards must be raised, can positive action be realized. Money resources are available to communites which will mobilize themselves to use it effectively. Intelligent planning on the part of the 13 Southern states and their localities, and effective use of the natural resources and money available to them will result in higher housing standards and a rise in the level of peoples living ~~with~~ thru out the region.

Better houses can only come as a part of a broad program in which the whole level of living raised

SRC - Housing Study

A Memorandum for the Study of Housing in the Southern Region

The study of housing in the thirteen Southern states would be general in nature. No attempt would be made to visit homes, or to use a sample of homes in the various states. The method would not require interviews with tenants or owners of homes.

General housing conditions in the region may be determined through a study of the Census facts on housing; i.e., the study of owner-occupied units by value, and tenant-occupied units, by gross monthly rent, by color of occupants for the state and selected metropolitan districts, preferably the one or two largest cities in the state. The average value and the average gross monthly rent for homes which meet minimum standards should be determined for the region and/or for the several states so that homes may be placed in standard categories, or below, or above the category of minimum standards. A knowledge of house values and rents would give some approximate indication of the condition of homes and the conveniences provided, such as electricity, water, gas, heating, toilet facilities. The population per housing unit and the type of structure for states and selected cities should be studied.

The Housing Authority, if one exists, of each area studied should be requested to supply maps and surveys of housing or land use. These materials should be collated with Census information on housing. Information on the number of public housing projects and the number of units in each in selected communities should be obtained.

When the above information has been gathered, comparisons of housing conditions in the region should be made with the housing conditions for the United States as a whole.

January 27, 1943

U. S. DEPARTMENT OF COMMERCE
Bureau of the Census
Washington

Sixteenth Census of the
United States: 1940

Series H-13, No. 11

HOUSING

MONTHLY RENT AND VALUE OF HOMES IN THE NORTH, SOUTH, AND WEST, URBAN AND RURAL: 1940

(This release presents summary data on monthly rent of homes and value of homes in the urban and rural areas in the United States and in the North, South, and West, with separate figures for home owners and tenants. Corresponding figures for States are presented in release Series H-8.)

The median monthly rental of homes in the United States was $27.31 in urban areas, $13.20 in rural-nonfarm areas, and $5.97 in rural-farm areas in 1940 according to an analysis of statistics issued by Director J. C. Capt of the Bureau of the Census, Department of Commerce. These figures include the monthly contract rent of tenants and the estimated monthly rent of owner-occupied and vacant homes.

There was relatively little difference between the North and West in the median monthly rent, but in both of these regions home rentals were substantially higher than in the South. The median rent of urban and rural-nonfarm homes was $26.69 in the North, $24.22 in the West, and $13.83 in the South. The median rent of rural-farm homes was $11.26 in the North, $9.07 in the West, and $3.92 in the South. The lower rent in the South is a reflection, at least in part, of the higher proportion of households in the South that are nonwhite or are living on farms.

The relative difference between rentals in the North and South was less for urban than for rural homes. The median monthly rent of urban homes in the North ($29.24) was 1½ times that of urban homes in the South ($18.78). On the other hand, the median rent of rural-nonfarm homes in the North was twice as high as in the South ($16.27 in the North and $7.53 in the South) and the rent of rural-farm homes in the North was three times as high as in the South ($11.26 in the North and $3.92 in the South).

The median rent of tenant-occupied homes was less than the median rental value of owner-occupied homes in the urban, rural-nonfarm and rural-farm areas of each region of the country. For the country as a whole the median rent of urban and rural-nonfarm homes was $21.41 for tenants and $27.45 for owners. The rent of rural-farm homes was $4.72 for tenants and $9.78 for owners.

Farm tenants in the South paid one-fourth the monthly rental paid by urban tenants in the South. The proportion was higher for the North and West where farm tenants paid about one-third the rental paid by urban tenants.

The median rental value for urban white owners in the South was about seven-eighths of the median for urban white owners in the North. For urban white tenants in the South, the median rent was about seven-tenths of that in the North, but for both urban nonwhite owners and tenants in the South, the median rentals were less than half the corresponding medians for urban areas in the North.

Homes occupied by white households had a higher median monthly rent than those occupied by nonwhites. The rent differential between white and nonwhite owners was greater than between white and nonwhite tenants, particularly in the rural-farm areas where the median rental value of homes owned and occupied by white households was about four times that of homes owned and occupied by nonwhites. The median rental for nonwhite tenants living in urban areas was about half that of white tenants in urban areas ($12.59 for nonwhites and $25.98 for whites). In the urban areas of the South, the median rental for nonwhite tenants was only about two-fifths of the median for white tenants as compared with the corresponding proportion of about three-fourths for the urban areas in the North and West.

Urban and rural-nonfarm vacant dwelling units that were for sale or rent had a median rental of $24.60, which was slightly above the median rental of all nonfarm dwelling units in the country ($23.73). Rural-farm units that were vacant and for sale or rent, had an average rental of $3.84, which was substantially below the average of $5.97 for all rural-farm units.

There were 118,526 tenant-occupied homes in the country reporting a monthly rental of $100 or more. Five-sixths of these homes were located in urban areas of the North. There were 2,337,020 tenant-occupied homes in the country reporting a monthly rental of less than $5. Over half of these homes (1,255,418) were located in rural-farm areas of the South. A fifth of the homes (486,301) were located in rural-nonfarm areas of the South.

The median monthly rentals by occupancy, tenure and color of occupants are presented in Table 1. The numbers and percentages of dwelling units classified by monthly rent are presented in Table 2, and the number and percentage of owner-occupied units classified by value are presented in Table 3. These figures were obtained from the Second Series Housing Bulletins now being published for each State by the Bureau of the Census.

TABLE 1. MEDIAN MONTHLY RENT OF DWELLING UNITS BY OCCUPANCY, TENURE, AND COLOR OF OCCUPANTS, FOR THE UNITED STATES BY REGIONS, URBAN AND RURAL: 1940

(Figures based on contract rent of tenant-occupied nonfarm units and the estimated rental value of other units. Monthly rent of owner-occupied rural-farm units is an estimate based on one percent of reported value)

Area, tenure, and color of occupants	Urban and rural-nonfarm			Urban			Rural-nonfarm			Rural-farm		
	Total	Reporting monthly rent	Median monthly rent	Total	Reporting monthly rent	Median monthly rent	Total	Reporting monthly rent	Median monthly rent	Total	Reporting monthly rent	Median monthly rent
UNITED STATES												
All dwelling units.....	29,683,189	29,129,996	$23.73	21,616,352	21,239,794	$27.31	8,066,837	7,890,202	$13.20	7,642,281	6,808,122	$5.97
Owner occupied.....	11,413,036	11,129,428	27.45	7,714,960	7,488,676	32.59	3,698,076	3,640,752	16.21	3,782,727	3,274,207	9.78
White owners.....	10,867,055	10,594,359	28.28	7,372,835	7,153,754	33.39	3,494,220	3,440,605	17.16	3,551,037	3,067,468	10.52
Nonwhite owners.....	545,981	535,069	8.77	342,125	334,922	13.23	203,856	200,147	4.33	231,690	206,739	2.66
Tenant occupied.....	16,334,937	16,177,770	21.41	12,881,540	12,790,473	24.60	3,453,397	3,387,297	10.08	3,323,832	3,045,841	4.72
White tenants.....	14,592,112	14,453,074	22.79	11,495,645	11,415,064	25.98	3,096,467	3,038,010	11.10	2,550,922	2,318,882	5.61
Nonwhite tenants.....	1,742,825	1,724,696	10.23	1,385,895	1,375,409	12.59	356,930	349,287	3.99	772,910	726,959	2.70
Vacant, for sale or rent....	1,428,973	1,350,647	24.60	918,297	867,613	27.98	510,676	483,034	17.19	435,410	399,055	3.84
Vacant, not for sale or rent	506,243	472,151	24.25	101,555	93,032	32.28	404,688	379,119	22.57	100,312	89,019	6.29
THE NORTH												
All dwelling units.....	18,841,665	18,474,858	26.69	14,572,010	14,304,403	29.24	4,269,655	4,170,455	16.27	3,068,538	2,734,741	11.26
Owner occupied.....	7,222,848	7,026,865	29.65	5,122,875	4,957,958	34.18	2,099,973	2,068,907	18.54	1,784,901	1,588,003	14.00
White owners.....	7,093,793	6,900,843	29.88	5,022,180	4,859,801	34.42	2,071,613	2,041,042	18.71	1,773,799	1,577,898	14.05
Nonwhite owners.....	129,055	126,022	18.44	100,695	98,157	21.83	28,360	27,865	7.01	11,102	10,105	4.67
Tenant occupied.....	10,355,483	10,267,025	24.82	8,788,441	8,728,512	26.96	1,567,042	1,538,513	12.79	1,079,474	965,700	8.47
White tenants.....	9,755,799	9,672,152	25.23	8,219,820	8,163,829	27.48	1,535,979	1,508,323	12.87	1,066,179	954,597	8.55
Nonwhite tenants.....	599,684	594,873	19.67	568,621	564,683	20.28	31,063	30,190	8.45	13,295	11,103	4.23
Vacant, for sale or rent....	903,768	847,066	27.70	600,345	563,227	29.93	303,423	283,839	22.48	153,041	136,009	5.59
Vacant, not for sale or rent	359,566	333,902	25.43	60,849	54,706	32.47	299,217	279,196	24.16	51,122	45,029	10.65
THE SOUTH												
All dwelling units.....	6,989,593	6,872,408	13.83	4,324,822	4,259,314	18.78	2,664,771	2,613,094	7.53	3,886,463	3,461,367	3.92
Owner occupied.....	2,573,512	2,518,665	19.72	1,492,638	1,456,973	26.66	1,080,874	1,061,692	11.37	1,609,510	1,345,639	5.50
White owners.....	2,187,362	2,139,382	23.00	1,270,169	1,238,480	29.63	917,193	900,902	13.44	1,409,930	1,169,101	5.95
Nonwhite owners.....	386,150	379,283	6.43	222,469	218,493	10.15	163,681	160,790	4.06	199,580	176,538	2.82
Tenant occupied.....	4,073,238	4,027,299	11.53	2,641,534	2,621,265	15.13	1,431,704	1,406,034	6.02	2,021,944	1,877,349	3.51
White tenants.....	2,998,995	2,965,152	14.18	1,882,304	1,868,003	19.45	1,116,691	1,097,149	7.17	1,274,068	1,172,252	4.07
Nonwhite tenants.....	1,074,243	1,062,147	6.42	759,230	753,262	8.27	315,013	308,885	3.73	747,876	705,097	2.65
Vacant, for sale or rent....	280,308	268,123	16.71	167,676	159,732	22.51	112,632	108,391	8.67	228,966	214,934	2.72
Vacant, not for sale or rent	62,535	58,321	24.33	22,974	21,344	34.27	39,561	36,977	18.69	26,043	23,445	4.03
THE WEST												
All dwelling units.....	3,851,931	3,782,730	24.22	2,719,520	2,676,077	27.52	1,132,411	1,106,653	15.10	687,280	612,014	9.07
Owner occupied.....	1,616,676	1,583,898	27.39	1,099,447	1,073,745	32.11	517,229	510,153	16.88	388,316	340,565	10.34
White owners.....	1,585,900	1,554,134	27.57	1,080,486	1,055,473	32.28	505,414	498,661	17.21	367,308	320,469	11.13
Nonwhite owners.....	30,776	29,764	16.79	18,961	18,272	24.48	11,815	11,492	4.00	21,008	20,096	1.63
Tenant occupied.....	1,906,216	1,883,446	22.31	1,451,565	1,440,696	25.06	454,651	442,750	13.69	222,414	202,792	9.20
White tenants.....	1,837,318	1,815,770	22.55	1,393,521	1,383,232	25.36	443,797	432,538	13.80	210,675	192,033	9.27
Nonwhite tenants.....	68,898	67,676	17.10	58,044	57,464	18.44	10,854	10,212	8.61	11,739	10,759	7.83
Vacant, for sale or rent....	244,897	235,458	22.55	150,276	144,654	27.17	94,621	90,804	14.28	53,403	48,112	5.41
Vacant, not for sale or rent	84,142	79,928	19.97	18,232	16,982	29.66	65,910	62,946	17.69	23,147	20,545	5.49

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TABLE 2. MONTHLY RENT OF URBAN AND RURAL-NONFARM UNITS BY TENURE, AND ESTIMATED RENT OF TENANT-OCCUPIED RURAL-FARM UNITS, FOR THE UNITED STATES, BY REGIONS: 1940

(Figures based on contract rent of tenant-occupied nonfarm units and the reported estimated rental value of other units. Figures for all dwelling units include vacant units, not shown separately. Rental data were not enumerated for owner-occupied rural-farm units. Percent not shown where less than 0.1)

Area and monthly rent	Urban and rural-nonfarm						Urban				Rural-nonfarm				Rural-farm tenant-occupied units	
	All dwelling units		Owner occupied		Tenant occupied		All dwelling units		Owner occupied	Tenant occupied	All dwelling units		Owner occupied	Tenant occupied	Number	Percent
	Number	Percent	Number	Percent	Number	Percent	Number	Percent			Number	Percent				
UNITED STATES																
Total	29,683,189	-	11,413,036	-	16,334,937	-	21,616,352	-	7,714,960	12,881,540	8,066,837	-	3,698,076	3,453,397	3,323,832	-
Reporting monthly rent	29,129,996	100.0	11,129,428	100.0	16,177,770	100.0	21,239,794	100.0	7,488,676	12,790,473	7,890,202	100.0	3,640,752	3,387,297	3,045,841	100.0
Less than $3	653,009	2.2	321,831	2.9	299,380	1.9	122,656	0.6	68,098	51,477	530,353	6.7	253,738	247,903	685,827	22.5
$3 to $4	936,572	3.2	298,228	2.7	586,361	3.6	283,363	1.3	77,705	196,023	653,209	8.3	220,523	390,338	765,452	25.1
$5 to $6	1,562,702	5.4	487,722	4.4	974,899	6.0	588,099	2.8	147,985	417,365	974,603	12.4	339,737	557,534	642,290	21.1
$7 to $9	1,472,976	5.1	434,763	3.9	961,762	5.9	733,573	3.5	159,430	545,816	739,403	9.4	275,333	415,946	253,886	8.3
$10 to $14	3,568,828	12.3	1,052,797	9.5	2,279,797	14.1	2,155,095	10.1	474,361	1,576,886	1,413,733	17.9	578,436	702,911	400,626	13.2
$15 to $19	3,506,089	12.0	1,075,771	9.7	2,217,466	13.7	2,542,789	12.0	628,595	1,799,984	963,300	12.2	447,176	417,482	147,499	4.8
$20 to $24	3,385,357	11.6	1,170,129	10.5	2,013,190	12.4	2,685,580	12.6	796,301	1,774,408	699,777	8.9	373,828	238,782	71,698	2.4
$25 to $29	3,245,638	11.1	1,224,290	11.0	1,839,540	11.4	2,685,526	12.6	912,352	1,663,812	560,112	7.1	311,938	175,728	38,891	1.3
$30 to $39	4,686,646	16.1	1,919,155	17.2	2,526,102	15.6	4,098,805	19.3	1,549,526	2,384,318	587,841	7.5	369,629	141,784	23,617	0.8
$40 to $49	2,671,603	9.2	1,218,572	10.9	1,300,080	8.0	2,394,205	11.3	1,084,677	1,252,784	277,398	3.5	183,895	47,296	7,515	0.2
$50 to $59	1,408,799	4.8	739,763	6.6	570,410	3.5	1,237,615	5.8	627,968	546,414	171,184	2.2	111,795	23,996	4,744	0.2
$60 to $74	936,582	3.2	533,483	4.8	326,662	2.0	819,970	3.9	460,286	313,445	116,612	1.5	73,197	13,217	1,959	0.1
$75 to $99	553,949	1.9	328,242	2.9	164,301	1.0	470,016	2.2	282,354	155,877	83,933	1.1	45,888	8,424	1,181	-
$100 or more	541,246	1.9	324,682	2.9	117,820	0.7	422,502	2.0	269,043	111,864	118,744	1.5	55,639	5,956	706	-
Not reporting monthly rent	553,193	-	283,608	-	157,167	-	376,558	-	225,284	91,067	176,635	-	57,324	66,100	277,991	-
Median monthly rent	$23.73	-	$27.45	-	$21.41	-	$27.31	-	$32.59	$24.60	$13.20	-	$16.21	$10.08	$4.72	-
THE NORTH																
Total	18,841,665	-	7,222,848	-	10,355,483	-	14,572,010	-	5,122,875	8,788,441	4,269,655	-	2,099,973	1,567,042	1,079,474	-
Reporting monthly rent	18,474,858	100.0	7,026,865	100.0	10,267,025	100.0	14,304,408	100.0	4,957,958	8,788,512	4,170,455	100.0	2,068,907	1,538,513	965,700	100.0
Less than $3	140,423	0.8	89,060	1.3	43,089	0.4	30,869	0.2	21,044	9,062	109,554	2.6	68,016	34,027	52,589	5.5
$3 to $4	238,581	1.3	109,816	1.6	110,987	1.1	57,840	0.4	24,934	30,692	180,741	4.3	84,882	80,298	108,125	11.2
$5 to $6	586,343	3.2	221,540	3.2	319,017	3.1	174,285	1.2	58,279	108,244	412,058	9.9	163,261	210,773	229,182	23.7
$7 to $9	677,207	3.7	231,483	3.3	404,457	3.9	297,765	2.1	74,348	209,551	379,442	9.1	157,185	194,906	141,059	14.6
$10 to $14	2,021,017	10.9	597,014	8.5	1,280,203	12.5	1,223,026	8.5	259,162	901,142	797,991	19.1	337,852	379,061	235,607	24.4
$15 to $19	2,273,354	12.3	664,212	9.5	1,471,147	14.3	1,692,760	11.8	387,998	1,230,940	580,594	13.9	276,214	240,207	96,305	10.0
$20 to $24	2,316,502	12.5	761,910	10.8	1,419,435	13.8	1,882,052	13.2	527,820	1,280,078	434,450	10.4	234,090	139,357	48,179	5.0
$25 to $29	2,249,841	12.2	819,042	11.7	1,312,662	12.8	1,893,677	13.2	619,871	1,206,844	356,164	8.5	199,171	105,818	25,976	2.7
$30 to $39	3,394,042	18.4	1,320,285	18.8	1,912,179	18.6	3,009,372	21.0	1,081,185	1,822,852	384,670	9.2	239,150	89,227	17,046	1.8
$40 to $49	2,019,748	10.9	865,432	12.3	1,043,945	10.2	1,831,275	12.8	743,458	1,012,973	188,473	4.5	121,964	30,972	5,560	0.6
$50 to $59	1,087,079	5.6	512,252	7.3	452,665	4.4	921,283	6.4	439,353	437,443	115,796	2.8	72,899	15,222	3,278	0.3
$60 to $74	702,629	3.8	378,430	5.4	265,346	2.6	620,579	4.3	329,662	256,787	82,050	2.0	48,768	8,559	1,428	0.1
$75 to $99	411,916	2.2	230,332	3.3	133,084	1.3	352,112	2.5	200,869	127,476	59,804	1.4	29,463	5,608	768	0.1
$100 or more	406,176	2.2	226,057	3.2	98,809	1.0	317,508	2.2	190,015	94,428	88,668	2.1	36,042	4,381	498	0.1
Not reporting monthly rent	366,807	-	195,983	-	88,458	-	287,607	-	164,917	59,929	99,200	-	31,066	28,529	118,774	-
Median monthly rent	$26.69	-	$29.65	-	$24.82	-	$29.24	-	$34.18	$25.96	$16.27	-	$18.54	$12.79	$8.47	-
THE SOUTH																
Total	6,989,593	-	2,573,512	-	4,073,238	-	4,324,822	-	1,492,638	2,641,534	2,664,771	-	1,080,874	1,431,704	2,021,944	-
Reporting monthly rent	6,872,408	100.0	2,518,665	100.0	4,027,299	100.0	4,259,314	100.0	1,456,973	2,621,265	2,613,094	100.0	1,061,692	1,406,034	1,877,349	100.0
Less than $3	431,604	6.3	177,122	7.0	236,685	5.9	76,383	1.8	36,320	38,211	355,221	13.6	140,802	198,474	616,123	32.8
$3 to $4	624,395	9.1	155,322	6.2	443,266	11.0	206,056	4.8	44,284	155,439	418,339	16.0	111,038	287,827	639,295	34.1
$5 to $6	792,992	11.5	199,931	7.9	562,060	14.0	357,461	8.4	69,856	276,830	435,531	16.7	130,075	285,230	362,350	19.3
$7 to $9	653,121	9.5	155,068	6.2	476,793	11.8	369,971	8.7	66,799	293,191	283,150	10.8	88,269	183,602	95,460	5.1
$10 to $14	1,078,162	15.7	309,584	12.3	724,526	18.0	672,734	15.8	147,321	501,943	405,428	15.5	162,263	222,583	113,793	6.1
$15 to $19	741,972	10.8	251,871	10.0	455,968	11.3	521,966	12.3	145,885	354,850	220,006	8.4	105,986	101,118	27,484	1.5
$20 to $24	591,736	8.6	234,762	9.3	326,563	8.1	449,656	10.6	151,705	277,659	142,080	5.4	83,056	48,904	11,339	0.6
$25 to $29	496,890	7.2	215,653	8.6	253,138	6.3	394,890	9.3	153,857	221,532	102,000	3.9	61,795	31,606	5,863	0.3
$30 to $39	620,253	9.0	304,418	12.1	282,073	7.0	515,663	12.1	232,507	257,390	104,590	4.0	71,911	24,683	3,084	0.2
$40 to $49	329,666	4.8	176,875	7.0	133,166	3.3	279,197	6.6	140,808	123,380	50,469	1.9	36,067	9,786	1,034	0.1
$50 to $59	207,622	3.0	124,915	5.0	68,215	1.7	171,861	4.0	99,032	62,342	35,761	1.4	25,883	5,873	857	-
$60 to $74	136,309	2.0	90,980	3.6	36,016	0.9	112,810	2.6	73,300	32,698	23,499	0.9	17,680	3,318	307	-
$75 to $99	86,584	1.3	61,135	2.4	18,413	0.5	69,606	1.6	48,703	16,362	16,978	0.6	12,432	2,051	228	-
$100 or more	81,102	1.2	61,029	2.4	10,417	0.3	61,060	1.4	46,595	9,438	20,042	0.8	14,434	979	132	-
Not reporting monthly rent	117,185	-	54,847	-	45,939	-	65,508	-	35,665	20,269	51,677	-	19,182	25,670	144,595	-
Median monthly rent	$13.83	-	$19.72	-	$11.53	-	$18.78	-	$26.66	$15.13	$7.53	-	$11.37	$6.02	$3.51	-
THE WEST																
Total	3,851,931	-	1,616,676	-	1,906,216	-	2,719,520	-	1,099,447	1,451,565	1,132,411	-	517,229	454,651	222,414	-
Reporting monthly rent	3,782,730	100.0	1,583,898	100.0	1,883,446	100.0	2,676,077	100.0	1,073,745	1,440,696	1,106,653	100.0	510,153	442,750	202,792	100.0
Less than $3	80,982	2.1	55,649	3.5	19,606	1.0	15,404	0.6	10,729	4,204	65,578	5.9	44,920	15,402	17,015	8.4
$3 to $4	73,596	1.9	33,090	2.1	32,108	1.7	19,467	0.7	8,487	9,892	54,129	4.9	24,603	22,216	18,032	8.9
$5 to $6	183,367	4.8	66,251	4.2	93,822	5.0	56,353	2.1	19,850	32,291	127,014	11.5	46,401	61,531	50,758	25.0
$7 to $9	142,648	3.8	48,212	3.0	80,512	4.3	65,837	2.5	18,283	43,074	76,811	6.9	29,929	37,438	17,317	8.5
$10 to $14	469,649	12.4	146,199	9.2	275,068	14.6	259,335	9.7	67,878	173,801	210,314	19.0	78,321	101,267	51,226	25.3
$15 to $19	490,763	13.0	159,688	10.1	290,351	15.4	328,063	12.3	94,712	214,194	162,700	14.7	64,976	76,157	23,710	11.7
$20 to $24	477,119	12.6	173,457	11.0	267,192	14.2	353,872	13.2	116,775	216,671	123,247	11.1	56,682	50,521	12,180	6.0
$25 to $29	498,907	13.2	189,595	12.0	273,740	14.5	396,959	14.8	138,624	235,436	101,948	9.2	50,971	38,304	7,052	3.5
$30 to $39	672,351	17.8	294,452	18.6	331,850	17.6	573,770	21.4	235,884	304,076	98,581	8.9	58,568	27,774	3,487	1.7
$40 to $49	322,189	8.5	176,265	11.1	122,969	6.5	283,733	10.6	150,401	116,431	38,456	3.5	25,864	6,538	921	0.5
$50 to $59	164,098	4.3	102,596	6.5	49,530	2.6	144,471	5.4	89,583	46,629	19,627	1.8	13,013	2,901	609	0.3
$60 to $74	97,644	2.6	64,073	4.0	25,300	1.3	86,581	3.2	57,324	23,960	11,063	1.0	6,749	1,340	224	0.1
$75 to $99	55,449	1.5	36,775	2.3	12,804	0.7	48,296	1.8	32,782	12,039	7,151	0.6	3,993	765	185	0.1
$100 or more	53,968	1.4	37,596	2.4	8,594	0.5	43,934	1.6	32,433	7,998	10,034	0.9	5,163	596	76	-
Not reporting monthly rent	69,201	-	32,778	-	22,770	-	43,443	-	25,702	10,869	25,758	-	7,076	11,901	19,622	-
Median monthly rent	$24.22	-	$27.39	-	$22.31	-	$27.52	-	$32.11	$25.06	$15.10	-	$16.88	$13.69	$9.20	-

TABLE 3. VALUE OF OWNER-OCCUPIED UNITS, FOR THE UNITED STATES, BY REGIONS, URBAN AND RURAL: 1940

(For urban and rural-nonfarm units, value includes value of land, whereas for farm units value of land is excluded)

Area and value of home	Urban and rural-nonfarm		Urban		Rural-nonfarm		Rural-farm	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
UNITED STATES								
All owner-occupied units	11,413,036	-	7,714,960	-	3,698,076	-	3,782,727	-
Reporting value	11,021,712	100.0	7,399,787	100.0	3,621,925	100.0	3,274,207	100.0
Less than $300	465,281	4.2	113,842	1.5	351,439	9.7	499,390	15.3
$300 to $499	348,810	3.2	106,053	1.4	242,757	6.7	352,133	10.8
$500 to $699	469,120	4.3	163,538	2.2	305,582	8.4	401,089	12.2
$700 to $999	486,468	4.4	205,078	2.8	281,390	7.8	353,601	10.8
$1,000 to $1,499	982,752	8.9	507,715	6.9	475,037	13.1	550,798	16.8
$1,500 to $1,999	951,194	8.6	590,975	8.0	360,219	9.9	321,994	9.8
$2,000 to $2,499	1,017,488	9.2	699,357	9.5	318,131	8.8	264,448	8.1
$2,500 to $2,999	902,550	8.2	654,384	8.8	248,166	6.9	140,931	4.3
$3,000 to $3,999	1,708,775	15.5	1,314,741	17.8	394,034	10.9	187,985	5.7
$4,000 to $4,999	1,143,077	10.4	925,792	12.5	217,285	6.0	81,821	2.5
$5,000 to $5,999	859,463	7.8	701,325	9.5	158,138	4.4	54,529	1.7
$6,000 to $7,499	742,080	6.7	623,997	8.4	118,083	3.3	32,878	1.0
$7,500 to $9,999	449,060	4.1	381,284	5.2	67,776	1.9	15,875	0.5
$10,000 or more	495,594	4.5	411,706	5.6	83,888	2.3	16,735	0.5
Not reporting value	391,324	-	315,173	-	76,151	-	508,520	-
Median value--								
All owner-occupied units	$2,938	-	$3,501	-	$1,715	-	$1,028	-
White owners	3,053	-	3,595	-	1,834	-	1,102	-
Nonwhite owners	821	-	1,288	-	427	-	316	-
THE NORTH								
All owner-occupied units	7,222,848	-	5,122,875	-	2,099,973	-	1,784,901	-
Reporting value	6,946,000	100.0	4,891,615	100.0	2,054,385	100.0	1,588,003	100.0
Less than $300	130,603	1.9	32,562	0.7	98,041	4.8	98,184	6.2
$300 to $499	137,189	2.0	36,829	0.8	100,360	4.9	95,158	6.0
$500 to $699	217,106	3.1	69,602	1.4	147,504	7.2	145,554	9.2
$700 to $999	259,328	3.7	101,517	2.1	157,811	7.7	177,911	11.2
$1,000 to $1,499	571,212	8.2	294,467	6.0	276,745	13.5	308,325	19.4
$1,500 to $1,999	590,675	8.5	370,929	7.6	219,746	10.7	204,961	12.9
$2,000 to $2,499	668,731	9.6	469,473	9.6	199,258	9.7	178,628	11.2
$2,500 to $2,999	589,872	8.5	432,141	8.8	157,731	7.7	98,565	6.2
$3,000 to $3,999	1,153,724	16.6	896,208	18.3	257,516	12.5	133,618	8.4
$4,000 to $4,999	811,545	11.7	662,358	13.5	149,187	7.3	60,907	3.8
$5,000 to $5,999	608,507	8.8	500,639	10.2	107,868	5.3	38,957	2.5
$6,000 to $7,499	539,437	7.8	457,339	9.3	82,098	4.0	24,688	1.6
$7,500 to $9,999	322,244	4.6	276,932	5.7	45,312	2.2	11,522	0.7
$10,000 or more	345,827	5.0	290,619	5.9	55,208	2.7	11,025	0.7
Not reporting value	276,848	-	231,260	-	45,588	-	196,898	-
Median value--								
All owner-occupied units	$3,267	-	$3,712	-	$2,068	-	$1,450	-
White owners	3,296	-	3,744	-	2,091	-	1,455	-
Nonwhite owners	1,795	-	2,123	-	675	-	517	-
THE SOUTH								
All owner-occupied units	2,573,512	-	1,492,638	-	1,080,874	-	1,609,510	-
Reporting value	2,495,139	100.0	1,436,264	100.0	1,058,875	100.0	1,345,639	100.0
Less than $300	245,517	9.8	61,738	4.3	183,779	17.4	336,417	25.0
$300 to $499	164,141	6.6	54,940	3.8	109,201	10.3	227,323	16.9
$500 to $699	186,447	7.5	70,621	4.9	115,826	10.9	217,224	16.1
$700 to $999	164,709	6.6	75,957	5.3	88,752	8.4	146,949	10.9
$1,000 to $1,499	273,619	11.0	139,838	9.7	133,781	12.6	189,853	14.1
$1,500 to $1,999	219,907	8.8	131,379	9.1	88,528	8.4	83,082	6.2
$2,000 to $2,499	205,565	8.2	131,052	9.1	74,513	7.0	56,472	4.2
$2,500 to $2,999	165,854	6.6	114,557	8.0	51,297	4.8	24,445	1.8
$3,000 to $3,999	285,049	11.4	206,199	14.4	78,850	7.4	30,763	2.3
$4,000 to $4,999	164,662	6.6	124,762	8.7	39,900	3.8	11,606	0.9
$5,000 to $5,999	130,481	5.2	98,205	6.8	32,276	3.0	9,229	0.7
$6,000 to $7,499	113,491	4.5	89,044	6.2	24,447	2.3	5,047	0.4
$7,500 to $9,999	79,209	3.2	62,656	4.4	16,553	1.6	2,964	0.2
$10,000 or more	96,488	3.9	75,316	5.2	21,172	2.0	4,265	0.3
Not reporting value	78,373	-	56,374	-	21,999	-	263,871	-
Median value--								
All owner-occupied units	$1,985	-	$2,730	-	$1,119	-	$600	-
White owners	2,349	-	3,123	-	1,368	-	645	-
Nonwhite owners	643	-	947	-	406	-	332	-
THE WEST								
All owner-occupied units	1,616,676	-	1,099,447	-	517,229	-	388,316	-
Reporting value	1,580,573	100.0	1,071,908	100.0	508,665	100.0	340,565	100.0
Less than $300	89,161	5.6	19,542	1.8	69,619	13.7	64,789	19.0
$300 to $499	47,480	3.0	14,284	1.3	33,196	6.5	29,652	8.7
$500 to $699	65,567	4.1	23,315	2.2	42,252	8.3	38,311	11.2
$700 to $999	62,431	3.9	27,604	2.6	34,827	6.8	28,741	8.4
$1,000 to $1,499	137,921	8.7	73,410	6.8	64,511	12.7	52,620	15.5
$1,500 to $1,999	140,612	8.9	88,667	8.3	51,945	10.2	33,951	10.0
$2,000 to $2,499	143,192	9.1	98,832	9.2	44,360	8.7	29,348	8.6
$2,500 to $2,999	146,824	9.3	107,686	10.0	39,138	7.7	17,921	5.3
$3,000 to $3,999	270,002	17.1	212,334	19.8	57,668	11.3	23,604	6.9
$4,000 to $4,999	166,870	10.6	138,672	12.9	28,198	5.5	9,308	2.7
$5,000 to $5,999	120,475	7.6	102,481	9.6	17,994	3.5	6,343	1.9
$6,000 to $7,499	89,152	5.6	77,614	7.2	11,538	2.3	3,143	0.9
$7,500 to $9,999	47,607	3.0	41,696	3.9	5,911	1.2	1,389	0.4
$10,000 or more	53,279	3.4	45,771	4.3	7,508	1.5	1,445	0.4
Not reporting value	36,103	-	27,539	-	8,564	-	47,751	-
Median value--								
All owner-occupied units	$2,854	-	$3,389	-	$1,596	-	$1,084	-
White owners	2,878	-	3,408	-	1,638	-	1,163	-
Nonwhite owners	1,518	-	2,437	-	293	-	213	-

See R. A. Reid

MEMORANDUM TO: DR. HOWARD W. ODUM August 1, 1944

FROM: GUY B. JOHNSON

SUBJECT: PROPOSED STUDY OF HOUSING IN THE SOUTH

FOREWORD

An authoritative sampling study of Southern housing, urban and rural, followed up by a popular dramatization of the needs for better housing, and the practical possibilities of obtaining better housing, would be a distinct contribution to the welfare of the South. Such a study should be conducted cooperatively by such agencies as the university research institutes, state planning boards, the Southern Regional Council, and socially-minded citizens in public and private life. It should be developed and completed as quickly as possible in order that definite plans may be available for consideration before we reach the era of post-war public works projects and frantic real estate activity. I offer below some tentative ideas on such a project.

1. NAME

An organization might be set up to conduct the study under the name of The Southern Housing Commission, or The Southern Commission for the Study of Housing.

2. STRUCTURE

The Commission proper should probably be composed of about 25 prominent citizens, with a chairman, a vice-chairman, and a secretary-treasurer.

In order to draw in a larger number of interested persons in an advisory capacity, there should be an Advisory Committee of 10 to 20 persons drawn from the ranks of public-spirited businessmen, churchmen, welfare administrators, etc.

Working under the Commission and in cooperation with the Advisory Committee would be a Research Committee. This would be composed of 6 or 8 research experts, some of whom should be experts in housing studies, whose function would be to plan the research policy and strategy.

Under the supervision of the Research Committee, directly responsible to a Research Director, would be the Research Staff. It is difficult to say at this stage how many workers would be needed, but we might suggest that in addition to the director, the study would require from 5 to 10 field workers, 2 or 3 research assistants for combining and processing the data, and one or two special writers for putting the results of the study into form for popular consumption. In addition, it would of course be necessary to have 3 or 4 stenographers.

3. PROBLEMS FOR STUDY

The main object of the study should not be to accumulate a mass of additional facts on the physical aspects of housing, but to attempt to answer such questions as the following:

a. What do we already know about the extent of substandard housing in the South?

b. What do we know about the practical possibility of good housing for low income people? What has been the experience of private and governmental ~~working~~ agencies with respect to the financial soundness of their housing projects?

c. Who owns the slums? Are slums profitable to anybody? If so, to whom? Are slums being subsidized indirectly by the public?

d. What are the essentials of good planning for better housing? In rural areas? In small towns? In cities? What should be the relation of housing projects to the total community?

e. What are the prospects for sound financing of better homes, both individual dwellings and apartment projects, on a basis which will make it possible to build better housing far down into the lower income groups?

4. SAMPLE SURVEYS

There is already in existence a large amount of factual material about housing, and there is no need to engage in a large-scale survey of the physical aspects of the housing problem. However, it will be necessary to do a certain amount of new surveying in order to give the study a base of up-to-date, authoritative information, and to get new light on the questions which were raised in the preceding section. It is suggested, therefore, that spot surveys of housing be made in four states, say North Carolina, Georgia, Florida, and Mississippi, covering at least one rural community and one city, and preferably adding one town or small city, in each of the states.

5. THE WRITE-UP

One of the most important aspects of the whole project would be the way in which the results are written up and presented to the public. A clever writer who has a sincere interest in social progress should be employed to dramatize the problem of housing and the possibility of building good housing within the reach of millions of citizens who do not now enjoy it.

The findings and recommendations should be publicized through an attractive small book, illustrated with photographs and pictographs. They should also be popularized through the press, the radio, pamphlets, and conferences, with the object of stimulating a great deal of public interest and citizen pressure for the realization of better housing in the South.

6. TIME SCHEDULE

It ought to be possible to complete the project in 12 months, allowing 7 or 8 months for the survey work and 4 or 5 months for the processing and ~~lining~~ writing up

of materials. Some of the field workers would not be needed during the latter part of the study, and it would not be absolutely nedessary to have the write-up man during the first part of the study.

In view of the prospect that the post-war period may be upon us earlier than had been anticipated, it is important that this project be started at the earliest possible instant. If various interested groups can coordinate their efforts quickly, it may be that they can organize a Southern Housing Commission and find financial support for it within the next two or three months, so that the actual work could begin in October or November, 1944.

7. COST OF THE STUDY

The following is a crude and tentative budget based on the assumption that the study would be completed in one year and that the staff would be of the approximate size which was suggested above.

Executive Director, one year	$ 6,000
8 field workers, at average of $2,500 per year, for nine months	15,000
2 research assistants, at $2,500, for one year	5,000
3 stenographers, at $1,600, for one year	4,800
Write-up man, five months at $500 a month	2,500
Travel	2,000
Miscellaneous field expenses	500
Supplies and materials	500
Rent	800
Publishing	1,000
Contingency fund	1,900
	$ 40,000

It might be that the salary allotted for the Executive Director could be saved in whole or in part if the services of some qualified person of independent means could be obtained. Several other items might possibly be scaled down, but my judgment is that it will require from $40,000 to $50,000 to see this project through in an effective way.

If a group of cooperating agencies can get together and agree upon the kind of project which should be promoted, there should be little difficulty in getting the project financed through one or more of the foundations, such as the General Education Board or the Julius Rosenwald Fund.

8. SPONSORING AGENCIES

In view of the fact that the project needs to be based upon sound survey and research by qualified persons, the sponsorship should come in part from the universities of the South which have shown the greatest interest in social science research. Among these would be the University of North Carolina, Fisk University, the University of Georgia, the University of Florida, the University of Virginia, Emory University, Atlanta University, Vanderbilt, the University of Alabama, Louisiana State University, and the University of Texas. Whether all these and perhaps others should be included as sponsors is an open question. From a practical standpoint, the burden of planning the research would probably fall upon a few research centers such as those at the University of North Carolina and Fisk.

The Southern Regional Council, with its broad interest in social, economic, and racial problems of the South, might logically serve as the overall sponsoring and coordinating agency for the project. The Council has headquarters in Atlanta, and its members and directors include many of the most liberal and progressive people in the South. A project such as this housing study is exactly the sort of constructive work which the Council wishes to promote. When the Council moves to larger quarters, as it plans to do within the next two months, it could probably provide office space and various cooperative services for the Southern Housing Commission.

CC: Mr. Johnson

October 28, 1944

Mr. Roger F. Evans, Assistant Director
The Social Sciences
The Rockefeller Foundation
49 West 49th Street
New York 20, New York

Dear Mr. Evans:

At the suggestion of Mr. C. F. Palmer, I am enclosing in triplicate the following materials:

(1) A statement concerning prospective staff personnel for the Inquiry into Housing Deficiencies in the South
(2) A tentative list from which the Advisory Committee for the project will be chosen
(3) Report on the 1944 Program of the Institute for Research in Social Science

We are looking forward to talking about the proposed project with you and others in the Foundation on November 17 or such other date as you may designate.

Cordially yours,

G.W.B.

GORDON W. BLACKWELL
Director

GWB-jm
Enclosures

REFERENCE AND SOURCE MATERIAL ON

I. Housing and housing needs

II. Economic and social costs of good and bad housing

III. Who pays for public housing

Compiled by

FEDERAL PUBLIC HOUSING AUTHORITY

NATIONAL HOUSING AGENCY

JANUARY, 1947

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I. HOUSING AND HOUSING NEEDS

HOMES ARE THE FOUNDATION OF A COMMUNITY.

A working-man spends one-third to two-thirds of his time there.
A housewife spends 2/3's to 19/20's of her time there.
A preschool child spends 2/3's to 19/20's of his time there.
A school child spends half to 3/4's of his time there.

More of a city's area is used for housing than for any other purpose.

Residential property contributes about half of a city's real-property tax income.

Services for residential areas (including schools) consume more than half of the community income from real-property tax income.

--Source for above data and statements: Introduction to Housing, by Edith Elmer Wood. U. S. Gov't. Printing Office, Washington.

Studies of 22 cities show that the greatest amount of land area in urban communities is used for residential purposes. Streets and alleys take up the next highest amount of land, and then come industrial establishments, commercial enterprises, public and institutional buildings, and parks and open space, in order named.

--Source: National Housing Agency, Chart VIII A, "Use Pattern of Developed Urban Land Areas". Statement of National Housing Administrator before the Senate Subcommittee on Housing and Urban Redevelopment, Jan. 9, 1945.

Housing constitutes approximately 40% of developed urban land area, 50% of assessed valuation of all urban property subject to local property taxation, 60% of total urban real property valuation. It provides 45% of local tax revenues, and 35% of total local revenues.

--Source: National Housing Agency, Chart VIII C, "Housing in the Municipal Economy". Statement of National Housing Administrator before Senate Subcommittee on Housing and Urban Redevelopment, Jan. 9, 1945.

The average person from 1930-39 spent 28.8 percent of his income on household rent and operation, composed of 15.4% rent and 13.4% operations, including utilities, fuel, purchase and repair of household furnishings, equipment and supplies.

Household expenditures rank second in consumer's budget of expenditures, less only than food and tobacco, which claim 30.3% of his income. Annual average expenditure from 1930-39 for household rent and operation totaled $17,143,000,000 for the Nation.

--Source: Department of Commerce, quoted in National Housing Agency Chart VII A, "Housing Expenditures and Total Consumer Expenditures." Statement of National Housing Administrator before Senate Subcommittee on Housing and Urban Redevelopment, Jan. 9, 1945.

Percent of income spent for housing, by income groups.

A Bureau of Labor Statistics survey in 1941 of urban families in 62 selected cities indicates that the portion of the family resources allocated for housing increases as the family income declines.

Measurement of housing costs against total family expenditures shows that the ratio increases steadily from 21.3 percent for the $2,500-$3,000 income group to 33.7 percent for the group with incomes under $500. When housing expenditures are measured against family income, the ratio increases from 20.0 percent to 42.5 percent.

The fact that housing expenses loom so large in the budgets of low income families has this significance: It indicates that the general hardships of these low income families may be due not only to the inadequacy of income per se, but also to the fact that there is a channeling of an excessive portion of their income to housing at the sacrifice of other necessities. This suggests that many of our low income families who have been treated as "relief problems" should rather be treated as housing problems. It follows, also, that there would be little net advantage in a program furnishing low income groups with better housing if it resulted in higher cost to them. The obvious reason for this is that an increase in the cost of housing would result in additional strictures upon other necessities. Not long ago, in one English city, it was found that the sickness and death rates increased in the case of families transplanted from slums to decent dwellings, where the rent increase accompanying the transfer was almost 100 percent. Of course, the occasional use of this study as an argument against the value of better housing is a complete distortion of the facts.

There is another item that should be stressed in connection with the impact of housing costs upon the individual family. In addition to meeting monthly or annual charges, a large number of families in the past have lost substantial savings as a result of foreclosure actions. Some of these foreclosures have represented the normal hazards of business. But a great many have arisen because the cost of home ownership has been relatively so high that many families overextended themselves in their efforts to achieve it. This is another reason why the reduction of housing costs is a primary requisite for an effective postwar housing program.

--Source: Statement of National Housing Administrator, before Senate Subcommittee on Housing and Urban Redevelopment, Jan. 9, 1945.

NEED FOR HOUSING

Estimates of non-farm post-war housing needs range from over a million to a million and a half units per year, for at least ten years. Some of these estimates are:

National Housing Agency

A 10-year need for construction of 12,600,000 non-farm dwelling units, or 1,260,000 per year, based on assumption that we will replace only half of our existing backlog of substandard housing. If the entire substandard group were to be replaced in the 10-year period, the need would be 16,100,000 units in 10 years or 1,610,000 per year.

The 12,600,000 estimate includes:
6,300,000 units for net increase in new urban families in 10 years after the war. 6,100,000 to replace substandard units; this is one-half of existing substandard units and of those that will become substandard during the period, or their equivalent. 200,000 units to be replaced for units destroyed by fire, storm and flood.

--Source: Housing Needs, A Preliminary Estimate, National Housing Bulletin 1, 1944, National Housing Agency, Washington, D. C.

Congress of Industrial Organizations

Average of at least 1,500,000 homes per year for 10 to 20 years.

--Source: Good Shelter for Everyone, CIO Dep't. of Research and Education, Washington.

National Ass'n. of Housing Officials

1,000,000 to 1,500,000 yearly.

--Source: Housing for the United States. After the War, NAHO, 1313 East 60th St., Chicago.

Twentieth Century Fund

Well over a million new dwellings a year.
Majority should be medium priced and low-priced, from under $2,000 to $4,000. A large part needed for rent rather than sale.

--Source: American Housing, The Program by the Housing Committee. Twentieth Century Fund, Washington, D. C.

American Federation of Labor

Aggregate of 15,600,000 for ten year-period after the war, averaged per year at 1,500,000.

--Source: Testimony before the Senate Subcommittee on Housing and Urban Redevelopment, Jan. 1945. AFofL, 901 Mass. Ave., Washington, D. C.

Condition of Urban Homes

In 1939, of the 21,600,000 urban dwellings, 6,200,000 or 28.6 percent were substandard by reason of needing major repairs or of lacking in modern plumbing facilities (private bath or toilet.)

Of the 6,200,000 substandard urban units, 2,600,000 were in need of major repairs, the continued neglect of which would make them a hazard to safety; 1,400,000 had no running water in the house; 3,750,000 were without indoor toilets, and 5,000,000 had no private bath. Thus, many of the substandard units were defective in more than one respect.

--Source: 1940 U. S. Housing Census

Of the urban housing, 1,200,000 or 5.7% had more than 1.5 persons per room, a serious stage of overcrowding.

Considering these and other defects not reported, "approximately 7 million (non-farm) units are believed to have been substandard in 1940 and in need of replacement."

--Source: Housing Needs, A Preliminary Estimate. National Housing Agency, Bulletin #1, 1944.

Condition of Rural-nonfarm homes.

Of more than 8,600,000 rural-nonfarm dwellings, 5,150,000 or 63.9 percent were in need of major repairs or lacked plumbing facilities.

Condition of Rural-farm homes.

Of more than 7,600,000 rural-farm dwellings, over 6,900,000 or 90. percent needed major repairs or lacked modern plumbing facilities such as baths and toilets.

--Source: 1940 U. S. Housing Census

1945 Figures.

1945 figures indicate some improvement, as to quality, over the situation at the time of the 1940 census. But they still show more than 10,000,000 substandard family units in non-farm areas. About 31 percent of our non-farm housing is deficient in various respects, and more than 19 percent is so far deficient as to lack running water and plumbing or to be in need of major repairs.

Inclusion of housing in farm areas would raise the total of substandard housing to more than 14,000,000.

--Source: Hearings on S.1592, Committee on Banking and Currency, U. S. House of Representatives, July 1946. Statement by National Housing Administrator and Expediter.

"Circles of Rot"

Because of the lack of good housing for the poorer groups, the pattern of American cities through the years has become one of progressive housing rot, usually beginning at the very heart of the city, which is the older part, and spreading through lessening degrees of decay to the expanding outer rim or suburbs where good housing has fled. High land values and taxes on the slum property have resulted in continued failure to maintain and repair the old houses, in exorbitant rents for insanitary and inadequate quarters, and in overcrowded dwellings by families unable to afford enough space to live in.

--Source: "Decline of Central Cities," pages 16-17, AMERICAN HOUSING, Problems and Prospects, published by Twentieth Century Fund, 1944.

A map of Denver's housing illustrates this point. At the center the map shows 60% or more of the housing substandard. Around the center is the area that is between 40% and 60% substandard. Moving out, one comes to the area of housing that is between 20 and 40% substandard. And on the fringes is the area with housing that is under 20% substandard. Another map of San Francisco also illustrates "circles of rot".

--Source: Map from "Housing in Denver," a report on the real property and low-income housing area survey prepared with the cooperation of the Housing Authority of the City and County of Denver and the WPA. Published by the Bureau of Business and Social Research and the School of Commerce, Accounts and Finance, University of Denver. Vol. 17, No. 1, University of Denver Reports, June 1941.

--Source: Map of "Condition of Residential structures in San Francisco" from San Francisco's Housing, published by the Housing Authority of the City and County of San Francisco, May 1941.

"The neighborhood near the business center of the city, the neighborhood which has seen better days and which originally contained residences of good type, is today the best known type of slum. As business crept in and changed its character; as original residents moved further from the center in search of space, quiet and gardens; as single family houses were split up into apartments or became rooming houses; as buildings or parts of buildings became converted to office or shop use; the neighborhood deteriorated and people who could afford to do so moved out."

--Source: Slums and Blighted Areas in the U. S., by Edith Elmer Wood, U.S. Gov't. Printing Office, 1938.

WHO NEEDS THIS HOUSING?

Of the 12,600,000 new non-farm houses needed in the next 10 years, 4,500,000 or 36 percent, will be needed in rental groups of less than $30 a month, or an equivalent sales price of $3,000. Relatively few standard dwellings can be built to sell for less than this amount.

--Source: Housing Needs--A Preliminary Estimate. NHA Bulletin 1.

Non-farm housing needs over the next ten years require 12,600,000 units of new construction as follows, based upon 1940 price levels:

1. About 3,600,000 units, about 28 percent of the total will be needed at monthly charges of less than $20;

2. Above 4,800,000 units, about 38 percent of the total will be needed at monthly charges between $20 and $40;

3. Above 4,200,000 units, about 34 percent of the total will be needed at monthly charges above $40.

—Source: Hearings on S.1592, Committee on Banking and Currency, U. S. House of Representatives, July 1946, Statement by National Housing Administrator and Expediter.

Needs of Minority Groups

Two of every three dwelling units occupied by Negroes were substandard, compared with one in four occupied by whites.

28.3 percent of the urban housing occupied by non-whites is in need of major repairs, compared with 9.7 percent of urban housing occupied by whites.

Lower incomes of non-white urban workers, compared with white urban workers, indicates need for lower-rental housing for the minority group:

53 percent of all urban workers' income is below $1,000
49 percent of white urban workers' income is below $1,000
87 percent of non-white urban workers' income is below $1,000

70 percent of all urban workers' income is below $1,400
68 percent of white urban workers' income is below $1,400
95 percent of non-white urban workers' income is below $1,400

85 percent of all urban workers' income is below $2,000
84 percent of white urban workers' income is below $2,000
97 percent of non-white urban workers' income is below $2,000

—Source: Housing The Urban Non-White Population in the U.S. A Report by B. T. McGraw (figures based on Housing Census)

Minorities. Comparisons Between Conditions of Housing Occupied by White and by Non-white Population.

The United States

Of occupied units reporting state of repair and plumbing equipment, 3,082,018 were occupied by non-whites. Of this total occupied by non-whites, 82.7 percent or 2,549,630 were in need of major repairs or had serious plumbing deficiencies, such as no private flush toilet, no running water, or lacking private bath. (The continued neglect of needed major repairs would make the structure a hazard to health and safety.)

The white-occupied units reporting, 29,651,833 showed 45 percent, or 13,344,529 needing major repairs or with serious plumbing deficiencies.

Urban Communities

Non-white occupied units reporting the state of repair and plumbing equipment totaled 1,599,549. Of this number 1,092,134 or 68.3 percent were substandard.

White-occupied units reporting state of repairs and plumbing equipment totaled 17,539,251, of which 4,335,891 or 24.7 percent were substandard.

--Source: Housing The Urban Non-white Population in the U. S. Report by B. T. McGraw. (Figures based on U. S. Housing Census, 1940)

Percent of substandard dwellings occupied by white and non-white population. Figures for six cities, based on 1940 housing census:

Los Angeles. 10.5% of all units occupied by whites were substandard, as compared with 17.1% for non-whites. (53,821 total substandard units).

District of Columbia. 11.8% of all units occupied by whites were substandard, as compared with 37.4% for non-whites. (30,753 total substandard units).

Detroit. 12.3% of all units occupied by whites were substandard, as compared with 30.0% for non-whites. (58,896 total substandard units).

Cleveland. 15.6% of all units occupied by whites were substandard, as compared with 33.3% for non-whites. (41,723 total substandard units).

Chicago. 17.9% of all units occupied by whites were substandard, as compared with 49.1% for non-whites. (194,253 total substandard units).

New York. 10.0% of all units occupied by whites were substandard, as compared with 25.2% for non-whites. (224,127 total substandard units).

--Source: U. S. Housing Census, 1940

Latin-Americans constitute one minority in the U. S. with poor housing conditions.

"San Antonio, like most other cities near the Mexican border, has an unusually large number of Latin-American citizens, approximately 115,000 people or about 45% of the total population. Most of these families are large, live in small houses, and have low incomes. The greatest portion of these families live in the south and west side of the city, and near our present Latin-American projects, Alazan-Apache Courts, which contain 1180 dwelling units. At these projects there is on file more than 2,400 apparently eligible applications for dwelling units, of which 726 are in dire need of housing. A portion of those in dire need of housing are living in dilapidated shacks, business buildings and filling stations. Most all working members of these families are employed in various trades and industries in San Antonio."

"In a recent report by Dr. David M. Gould, of the Tuberculosis Section, United States Public Health Service, based on an X-Ray survey conducted here in 1942, it was revealed, in part, that: "San Antonio has the highest tuberculosis death rate of any large city in the United States... A chest X-Ray of over 20,350 residents of whom almost 19,000 were Latin-Americans, revealed 993 persons with reinfection tuberculosis, or 4.9%. Similar surveys in various sections of the country average 1%... The Latin-American population in San Antonio not only has a higher percentage of advanced cases than is found in the country as a whole, but there is good reason to believe from X-Ray evidence that the percentage of active cases is at least 30% and probably much greater... The most obvious reason why one Latin-American out of 20 was found to have tuberculosis is chronic poverty."

The natural corollaries of such conditions, Gould says, are improper housing, monotonous diets, and cursory educations. Therefore, San Antonio has a peculiar problem in that low-rent housing is most needed in our Latin-American areas."

--Source: Application for postwar housing program aid, submitted by San Antonio (Texas) Housing Authority to Federal Public Housing Authority, 1945.

Of the 512 families of pecan shellers (of San Antonio) who were interviewed the average (median) number of rooms per family was only 2.2, while the average family consisted of 4.6 persons. There were 28 families, ranging from 5 to 10 persons, each of which lived in a single room. Only 9 percent had inside sanitary toilets, while 39 percent had old-fashioned "privies." The balance had outdoor toilets either of the sanitary pit type constructed in large numbers in recent years by WPA labor, or with cesspool or sewer connections." 90 percent of dwellings inhabited by Mexicans were substandard.

--Source: The Pecan Shellers of San Antonio, by Shelden C. Menefee, and Orin C. Cassmore, 1940. Published by Federal Works Agency, WPA.

Rehousing Negroes

Under the U. S. Housing Act, the PWA Housing Division and the Farm Security Administration programs, 46,259 dwelling units had been provided for Negro occupancy.

Rehousing for Latin-Americans

Under the U. S. Housing Act program, about 4,000 dwelling units are occupied by Latin-Americans.

VETERANS' HOUSING NEEDS

With occupancy of our current housing supply now at the saturation point, even with more than 10,000,000 men and women in the armed services, there is now no available housing for veterans and returning soldiers.

Between 1940 and 1943, 6,579,000 marriages took place in the U. S., over 1,118,000 more than would have been expected under normal peace-time conditions. "Apparently many of the wartime bridegrooms were servicemen or men about to be inducted."

--Source: U. S. Census Bureau Releases on The Wartime Marriage Surplus; Marriages in U. S., 1940-1943.

2,900,000 married veterans will need separate homes by December 31, 1946.

Emergency Housing Requirements (non-farm), October 1, 1945 to December 31, 1947.

2,900,000 married veterans who will need separate homes by December 31, 1946.

560,000 non-veterans who marry and will need separate homes by December 31, 1946.

1,110,000 additional families in 1947 who will need separate homes by December 31, 1947.

4,570,000

subtract 1,375,000 dwelling units that will be supplied by existing and new vacancies.

3,195,000 net requirements of new housing construction by December 31, 1947.

--Source: Veterans' Emergency Housing Program. Hearings on H.R. 4761, Committee on Banking and Currency, U. S. Senate. Statement by National Housing Administrator and Expediter, March 1946.

"We cannot get the full picture, regarding the current shortage of housing for veterans, unless we place it in the context of cumulative housing shortage, going back to the beginning of the decline in home building after 1925. We cannot wisely deal with the housing needs of veterans unless we apply the same principle of market analysis and work toward the same adjustment of the types of housing supply to family incomes, which are desirable for the civilian population generally. Otherwise in our desire to do something for the veterans without knowing just what, we will merely stimulate a speculative, unbalanced, short-lived and eventually disastrous housing boom. That would hurt the veteran and harm the country... The general housing problem and the veterans' housing problem are one and inseparable."

--Source: Hearings before the Senate Committee on Banking and Currency on S. 1592, November 1945. Statement of National Housing Administrator.

Among veterans who desire to own their homes, 14 percent felt they could afford to pay more than $50 a month, 54 percent felt they could afford to pay between $30 and $50 a month, and 32 percent felt they could afford to pay only $30 a month or less.

Among veterans who desire to rent houses, 11 percent felt they could afford to pay more than $50 a month, 55 percent felt they could afford to pay between $30 and $50 a month, and 34 percent felt they could afford to pay only $30 a month or less.

--Source: War Department Survey of Separation Centers, December 1945.

The acute shortage of housing for veterans at the present time does not result exclusively from the war. It results in large measure from a cumulative housing shortage which commenced to develop in the late twenties and which became more pronounced after 1929. Since then, in every year except 1941 there were actually more net new families than houses built. A program, therefore, which addresses itself to the underlying cause for this cumulative shortage will go farthest toward meeting the veterans' immediate needs. It will also go farthest toward meeting the longer range needs of the veterans and of the country at large.

--Source: Hearings on S.1592, Committee on Banking and Currency, U.S. House of Representatives, July 1946. Statement by National Housing Expediter.

"... The importance of a well conceived comprehensive housing policy cannot be exaggerated. There is no problem before the American people with more varied aspects than that of housing, each of them important to the future welfare of the country.

"From the social point of view, a supply of good housing, sufficient to meet the needs of all families, is essential to a sound and stable democracy. Every family must have a decent home in which to live. The character of that home determines more than anything else the character of family life, the conditions in which children grow up and the attitude of the people toward the community and the Government...

"... Slums have inevitably grown up in all our cities and in our towns and in the open countryside; and overcrowding and makeshift alteration have necessarily been utilized to balance our shortcomings.

"We can no longer accept these conditions as unavoidable. We cannot safely face the difficult undertakings of the years ahead, with the burden of hardship and discontent that bad housing imposes upon us. The issue must be faced and the task assumed. It is a task which cannot be performed in 1 year, nor perhaps a decade, but one which as a nation we must devotedly pursue and accomplish as rapidly as proper use of our resources permits."

--Source: Report of the Subcommittee on Housing and Urban Redevelopment, U. S. Senate, August 1945.

II. ECONOMIC AND SOCIAL COSTS OF GOOD AND BAD HOUSING

GOOD HOUSING COSTS MONEY---majority built for higher income groups

".... Incomes of the American family...in the last analysis determine what kind of houses these people can afford either to buy or to rent..."

--Source: Dr. Isador Lubin, Commissioner of Labor Statistics, U.S. Department of Labor, Testifying at Hearings of the Temporary National Economic Committee. (P.4949, Part II)

The bulk of all residential construction was within the means only of families in the highest income groups, the Bureau of Labor Statistics testified in hearings before the Temporary National Economic Committee.

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During 1938, the Bureau testified, 1/10th of one percent of the new non-farm dwellings built were within the means of the 37% of families with incomes under $1,000.

3.7 percent of dwellings built were within the means of the 24% of families with incomes between $1,000 - $1,500.

15 percent of dwellings built were within the means of the 18% of families in the income group between $1,500 - $2,000.

In summary: only 19% of the new housing built in 1938 was available to the 76% of non-farm families having incomes of less than $2,000, while 81% were built for families with incomes of $2,000 or more. In other words, the number of dwellings built was in inverse ratio to the number of families in each income group.

--Source: Monograph #8 - "Toward more Housing." Temporary National Economic Committee.

Charts showing lack of home construction for families in low income brackets:

"Seven Myths of Housing", by Nathan Straus.

Chart page 10, comparing urban income groups with percent of private housing and with percent of public housing provided.

Chart page 107, comparing numbers of families by income to amount of housing built, from USHA table, 1941. Within the means of 10 million families with annual incomes under $1500, 500,000 new urban dwellings were built in the decade from 1930 to 1940.

"Introduction to Housing", by Edith Elmer Wood.

Chart page 90, comparing number of families by income groups and housing built, from data for 28 cities, prepared by USHA, 1939.

Within the means of 3,800,000 families in 28 cities with annual incomes under $1500, 40,000 new dwellings were built between 1929 and 1935.

"Housing Costs," NHA Bulletin #2, 1944.
Appendix A, part 2. Table showing for 1941 the percent of FHA Title II borrowers compared to number of families in various income groups. FHA insured mortgage loans represent housing of acceptable standards, so that comparison reflects adequate housing compared to income need. Table shows that the income groups of less than $1500, accounting for 41 percent of non-farm families, represented only 8 percent of FHA Title II borrowers.

National Housing Agency, Chart XIII A1, "Annual Average Non-farm Dwelling Units Needed, 1946-1955." By monthly rentals, compared with dwelling units started.

Current wartime earnings of non-farm wage earners, exclusive of government and professional workers, on the basis of a 40-hour week fall into the following categories:

95.9 percent less than $60 a week
85.9 percent less than $48 a week
51.9 percent less than $32 a week
18.7 percent less than $20 a week
Nearly 10 percent less than $16 a week

--Source: Chairman Wm. H. Davis, War Labor Board, Testifying before the Senate Sub-committee on Education and Labor, 1945.

BAD HOUSING COSTS MORE

The cost of slums to the taxpayer has been measured in dollars and cents.

In Boston, where the City Planning Board made a study in 1935, it was discovered that the per capita deficit to the city from a slum area was $48.24; from all other residential areas the average deficit was $10.81.

In Indianapolis, Indiana, the average per capita cost of city services to a slum area was $61.85 compared to $38.56 per capita for the city as a whole.

In Cleveland it was found that the per capita cost of operating a slum area was $61.22. The deficit here was $51.10 per capita.

--Source: Introduction to Housing by Edith Elmer Wood. Gov't. Printing Office, Washington, D. C.

National Housing Agency Chart VIII E-1, "Municipal Expenditures in Slum Areas, Cleveland and Indianapolis."

National Housing Agency Chart VIII D, "City Revenues and Expenditures For Various Types of Housing Areas (Based on city wide survey, Boston 1935)".

In Birmingham, Alabama, municipal expenditures in 22 blighted areas were 3 times the income. In 4 good areas the expenditures were 5/6th of income.

In Atlanta, Georgia, slum areas contributed 5½ percent of the city's real property tax revenues, but cost 53 percent of the city's police, fire, health and other service costs.

In Philadelphia, Pennsylvania, the per capita cost of crime in a typical slum area was $14.56, compared with $5.36 on a city-wide basis.

--Source: National Housing Agency Chart VIII E-2, "Municipal Expenditures in Slum Areas".

A municipal income-and-expense study in Buffalo, based on a report of the Department of Audit and Control for 1933, showed the following comparison of average annual cost per family between the city-as-a-whole and slum areas:

	City as a whole	Slum area
Police Protection	$19.19	$27.16
Fire Protection	15.40	35.79
Juvenile Delinquency	.25	.60
Public Health Services	15.52	52.56
Public Welfare Services	89.50	224.01

--Source: 10 Years of Progress, 1934-1944. Buffalo (New York) Municipal Housing Authority.

The net cost of Newark's slums each year is over $14,000,000.

The "normal" municipal cost of maintaining a dwelling of minimum safety and comfort in a fairly good neighborhood is approximately $150. The municipal cost of maintaining a slum dwelling is $380. The difference of $230 would be the municipal cost per dwelling attributable to the slum conditions, or the "excess cost" of a slum dwelling.

--Source: The Cost of Slums in Newark, a study by Dr. Jay Rumney and Sara Shuman. Published by the Newark (N.J.) Housing Authority, 1946.

Part of the high cost of slum and blighted areas is the high tax delinquency. In St. Louis, delinquency in slum areas ranged from 25 to 40 percent as against 2 to 5 percent in newer residential districts. In Cincinnati, Milwaukee, Detroit, and Peoria tax delinquency and blight were closely related.

Cleveland; Cambridge, Massachusetts; and New York City show the same pattern.

--Source: (Tax) "Delinquency in Slum Areas", American Housing, Problems and Prospects. Twentieth Century Fund, 1944.

Thirteen primarily residential areas in Manhattan contained almost ½ of all the properties in Manhattan which had been tax delinquent for more than 3 years, although the areas themselves constituted less than 1/5th of Manhattan's area and contained only about 1/3 of the number of its (land) parcels.

In dollars and cents, tax delinquencies in the 13 areas, measured on a percentage basis, were 2½ times as serious as in the remainder of Manhattan.

Tax dollar delinquency in the thirteen blighted areas was approximately double that of non-blighted residential areas.

The taxes which these thirteen blighted areas should bear but fail to pay are borne by healthy real estate elsewhere.

--Source: Ailing City Areas. Economic Study of Thirteen Depressed Districts in Manhattan. Citizens' Housing Council of New York, May 1941.

Low-rent subsidy costs, as compared with slum costs.

Average subsidy cost of low-rent housing per unit per month was $8.38 in 1943, or about $2.00 per person.

--Source: Annual Report, 1943. Federal Public Housing Authority.

Average subsidy cost (the Federal contribution) of low-rent housing per dwelling unit per month in 1944 was $7.19.

--Source: Commissioner, Federal Public Housing Authority, testifying before the Senate Committee on Banking and Currency, November 1945, on Wagner-Ellender-Taft Bill (S.1592)

Average subsidy cost to the Federal government of low-rent housing per dwelling per month in 1945 was $6.03.

--Source: 4th Annual Report, Federal Public Housing Authority, December 1945.

"The City of Atlanta now puts out a great deal less money for services to the rehoused area, yet gets back $5,000 more cash than came from the same area when it was a slum.

Rehousing has eliminated the extras which cost a city so dearly - special police, fire, health and many other forms of protection not required in standard areas."

--Source: Fourth Annual Report, 1942. Atlanta (Georgia) Housing Authority.

"....Many times more than the $8,065 of exempt taxes is spent by Police, Fire and Health Departments in the areas of substandard houses which are to be demolished and replaced by this (low-rent) housing program...."

Per capita tax revenue for the City $30.25; for the slum areas to be cleared, $4.10.

--Source: Homes for Low Wage Earners of Denver (Colorado). Denver Housing Authority, 1939.

"... 60% of each dollar contributed by the healthy areas of the city is now spent for protective services in the blighted areas..."

--Source: Shelter Problems, a report to the Planning Commission by the Corpus Christi (Texas) Housing Authority.

SOCIAL EFFECTS OF BAD HOUSING

Areas of bad housing and high rates of disease, delinquency and crime coincide.

Tuberculosis is shown to be most prevalent in overcrowded homes. Highest rates of digestive diseases are found in homes without private inside flush toilet. Home accidents are most numerous in homes renting for less than $10 monthly. Common communicable diseases of childhood are most frequent in homes with more than 1.5 persons per room.

--Source: NHA Chart VIII H., "Relationship of Housing Conditions to Health", based on National Health Survey, 1935-1936, U. S. Public Health Service.

"New Light on Relationship of Housing to Health," by Rollo H. Britten. American Journal of Public Health, February 1942.

Infant mortality rate is higher in overcrowded homes. Figures from eight cities show that the infant mortality rate in families averaging less than one person per room was 52 per 1,000 live births. Where the room density was between 1 and 2, the rate was 94.9, and for 2 persons per room and over, it was 135.7. With adjustment for income and race, it was found that the infant mortality rate in congested homes was still about twice as high as in homes where there was enough space.

--Source: "Casual Factors in Infant Mortality," 1925. Quoted in Slums and Blighted Areas in the U. S., by Edith Elmer Wood. Gov't. Printing Office, Washington, D. C.

Another major contributing factor to juvenile delinquency is the shortage of good low-cost and low-rent housing. It compels families to crowd up and to occupy inadequate houses because no better accommodations are available to them. It forces the occupancy of housing units which have deteriorated beyond repair and should long since have been replaced.

"... The cumulative housing shortage... has been accompanied by an alarming increase in the break-up of family life and the increase in juvenile delinquency."

"... The most influential character-guiding force in the life of the child is his relationship with his parents. That relationship is conditioned by the physical and environmental surroundings of home and neighborhood. A family lost in the slums and blighted area of a metropolitan center or the inadequate housing and community facilities of a depressed rural section finds itself victimized by anti-social forces beyond its control..."

The correlation between unsatisfactory and inadequate housing and juvenile delinquency is clearly established.

Good housing affords an environment within the home where each member of the family can enjoy privacy and where the surroundings facilitate growth.

—Source: Report on Housing, Community Development and Juvenile Delinquency. National Conference for the Prevention and Control of Juvenile Delinquency, November 1946. Department of Justice, Washington, D. C.

School truants, juvenile delinquents, and adult offenders tend to be concentrated in slum areas. From 1900, Chicago areas studied showed several changes in racial makeup of the population, but rates of delinquency continued high throughout. Thus one-fourth of all juvenile delinquents came from 10.9 percent of the juvenile population crowded into 6 percent of the city area. Concentration of people in the slum neighborhoods is more than twice the average for the city, and the concentration of truancy among inhabitants is 2½ times the city average.

—Source: Slums and Blighted Areas in the U. S., by Edith Elmer Wood, quoting "Delinquency Areas;" a study of the geographic distribution of school truants, juvenile delinquents, and adult offenders in Chicago, by Dr. Clifford B. Shaw, 1929.

Chicago study results are paralleled in studies of other cities, where the relationship between concentration of population on the land and high delinquency rates among the concentrated population have been shown as follows:

City	Percent of city delinquency	Percent of juvenile population	Percent of city area
Chicago.....	25	10.9	6
Philadelphia.....	46	25.1	9.4
Cleveland.....	47.4	26.3	17.3
Birmingham.....	25	12.2	12.1
Richmond.....	50	31	18.8
Denver.....	25	11	5.7
Seattle.....	25	11.2	6.3

--Source: Slums and Blighted Areas in the U. S., by Edith Elmer Wood, quoting from volume II, "Causes and Cure of Crime," Wickersham Report, 1931.

In Detroit, Michigan, a Housing Commission survey showed that the pneumonia death rate in a slum area was 3 times the rate in a normal residential area; crimes were 5 times as numerous; infant mortality 6 times as great; the tuberculosis death rate 10½ times as great, and criminals were 15 times more numerous than in normal residential areas.

In Cleveland, Ohio, a slum area containing 2.47 of the city's population, had, of the city's total, 4 percent of the larcenies, 5.7 percent of the robberies; 7.8 percent of the juvenile delinquencies, 10.4 percent of the illegitimate births; and 21.3 percent of the murders.

--Source: NHA Chart VIII G, "Social Aspects of Slum Areas", Quoted from: Report of City of Detroit Housing Commission; R. B. Navin's Analysis of a Slum Area in Cleveland; and Iowa State Planning Board.

"A comparison of housing Maps...with the delinquency rate maps shows that inadequate housing exists much more frequently in the areas of high delinquency. The heavily shaded areas of the delinquency maps correspond closely to the heavily shaded areas of the housing maps. Conversely, those which have the fewest delinquents also have the fewest substandard dwellings.

"In the five tracts of highest delinquency, 65.6 percent of the occupied dwelling units needed major repairs or had no private bath, as compared with 3.9 percent of occupied dwelling units in the five tracts of lowest delinquency. Likewise, the five tracts of highest delinquency had overcrowding in 28.5 percent of their dwelling units, in contrast with 3.3 percent in the five tracts of lowest delinquency..."

--Source: "The Houston Delinquent in His Community Setting". Research Bureau, Council of Social Agencies, Houston, Texas, June 1945.

POOR HOUSING BLIGHTS YOUTH, FIGURES SHOW
BLIGHT RAISES PRISON COSTS
BLIGHT ZOOMS PRISON COSTS; RECORDS IN CITY CITED.

--Source: Headlines on articles by Richard S. Davis, in Milwaukee (Wis.) Journal, April 26, May 12, and June 2, 1946, based on city records of crime and juvenile delinquency, showing that one blighted ward cost taxpayers nearly $150,000 in 1945 for prison inmates.

Slum areas in the District of Columbia show Army rejection rates for personality disorders 1½ times as great as in areas with good housing, according to a sample study of records of 5800 men examined at Fort Meyer, Virginia, during a 2-year period ending May 1944.

--Source: E. E. Hadley, Military psychiatry an ecological note. Psychiatry, November 1944.

A slum area of less than three square miles (the Fifth Police District) with about 300,000 inhabitants crowded into it, in 1945 produced more than 21 percent of Chicago's murders, 12.3 percent of all robberies, and 24.9 percent of all rape offenses. Furthermore, the years 1944 and 1943 showed substantially the same statistics.

A principal factor in the high crime rate in the Fifth Police District is the inadequate housing situation that prevails there. From the observation of Chicago Crime Commission investigators and through interviews with numerous representative citizens the conclusion is inescapable that undesirable living conditions in this area contribute materially to a high incidence of criminality.

--Source: Crime Conditions in Fifth Police District, by Virgil W. Peterson, Operating Director, Chicago Crime Commission, published in Criminal Justice, May 1946.

SOCIAL EFFECTS OF REHOUSING

Study under the auspices of the Newark (New Jersey) Housing Authority shows decrease in public housing projects of children's communicable diseases, infant mortality, tuberculosis, fatal home accidents, juvenile delinquency, and fires, as compared with areas of substandard housing. Conducted by Dr. Jay Rumney, Professor of Sociology, University of Newark, the study compared records of tenants in three representative projects of the Housing Authority with records of the population of three areas of substandard housing typical of those from which public housing draws its tenants. The study was conducted over a two-year period, 1942 and 1943. It reports the following:

	Public Housing	Three Wards
Tuberculosis: New cases per 1,000 in age group 15-40.....	3.3	6
Infant deaths per 1,000 births....	34.7	40.6
Children's communicable diseases (whooping cough, measles, scarlet fever, chicken-pox, German measles, mumps) per 1,000 children under 15.....	114.2	163.5
Birth rate per 1,000 women 15-40.....	118.5	86.2
Delinquents on probation per 1,000 juveniles aged 10-17.....	11	14
Fire per 1,000 persons.....	.79	2.93
Cost of fire runs at $100 each per 1,000 dwellings.....	$295	$1,115
Fatal home accidents per 10,000 persons.....	0	25

In percentages, the statistics show that the public housing projects had:

45% fewer cases of tuberculosis
15% fewer infant deaths
31% fewer cases of children's diseases
37% more births
21% fewer cases of juvenile delinquency
74% fewer fires
100% fewer deaths from home accidents

--Source: Public Housing in Newark. Report of the Newark (N.J.) Housing Authority, November 1944.

Rehoused children in Newark showed improvement in school records, over records before rehousing, as follows:

7% in attendance
10% in academic grades
16% in personality development grades
19% in health habit grades

--Source: Newark (N.J.) Housing Authority, 1944.

Philadelphia public housing projects showed a tuberculosis death rate (per thousand) of .34 percent compared with a city rate of .598; pneumonia deaths in projects .17%, city rate .586%; criminal offenses in projects 3.14%, city rate 33.18%; and juvenile delinquency in projects 1.27%, city rate 2.84%.

The cleanliness of the grounds, the good housekeeping and the generally excellent deportment and conduct of the tenants and their spirit of cooperation and responsiveness to constructive suggestions, their pride and satisfaction in their surroundings are ample evidence that they appreciate and are making the most of their opportunities to live and raise their families on a plane consistent with the highest levels of social behavior to be found in our better urban communities.

--Source: Homes for War Workers and Families of Low Income. Report of the Philadelphia (Penna.) Housing Authority, July 1941-June 1943.

In Cincinnati, Ohio, a 1940 study was made of the families in a public housing development and figures compared with those of an adjacent slum area and the entire city. In the new homes, the juvenile delinquency per 1,000 population was 1/7th of that in the adjacent tract. The number of criminal offenses committed in the new homes per 1,000 population was less than 1/3 of that in the adjacent tract. There were no fires per 1,000 dwellings in the project, compared with 18 in the adjacent tract. Deaths from pneumonia per 1,000 population in the project was 1/7th of that of the adjacent tract and less than 1/3 of the entire city. Deaths from tuberculosis per 1,000 population in the project numbered less than 1/2 of that in the adjacent tract and somewhat less than that of the entire city. The infant mortality per 1,000 population was 1/5 of the adjacent tract and less than 1/3 of the entire city.

--Source: Tenth Annual Report, December 1943. Cincinnati (Ohio) Metropolitan Housing Authority.

The delinquency rate for children of 317 families dropped 1.54 percent after their entrance into a public housing development in New Haven. In the years 1924 to 1940, before moving into the project, the delinquency rate was 3.18 per 100 children per year. During the years 1940 to 1944, after becoming residents of the project, the delinquency rate dropped to 1.64 per hundred children per year. These statistics are significant since total juvenile delinquency in New Haven showed an increase of 9.1 percent for the years 1940-41 as compared with 1927-1940. "It seems, therefore, that a substantial improvement in the social adjustment of children in a given group of families may be reasonably attributed to the conditions of project life."

--Source: Naomi Barer, Department of Public Health, Yale School of Medicine, reporting on a study of 317 families living in a New Haven public housing development.

Records of juvenile delinquency and illegitimate births, compared for Smithfield Court, Birmingham, and the area before the project was built, showed 2 cases of delinquency from the project, compared with 5 cases in a previous year. Nineteen illegitimate births in the area compared with none reported since the project was built.

--Source: 1940 Annual Report, Housing Authority of Birmingham, Alabama.

"... Incomplete studies of the health of slum dwellers who have been rehoused in public-housing projects in several cities indicate that their morbidity experience improves after they have left slum dwellings. It must be pointed out, however, that community interests developed among the tenants of public-housing projects may well result in the improvement of their nutrition and in making them more conscious of, and hence more alert to use, local public health and preventive medical services. Furthermore, it is easier to provide these people with health services."

--Source: How Does Housing Affect Health? by M. Allen Pond, Sanitary Engineer, United States Public Health Service. Published in Public Health Reports, May 10, 1946.

"Most families in Terrace Village formerly lived in slum or poor areas but, given the opportunity to live in better surroundings, are tending to rise to the level of the community. Some are not able to do so, but these people can be isolated and treated individually according to need. For example, William Jones and his two brothers missed about forty days of school each semester after their mother died in 1936. The father, formerly a good worker, became discouraged and became more and more negligent. The Public Health Nurses assisted the school in getting a W.P.A. housekeeper in the home for a limited period of time, but it was evident we were losing out. Then came a change when the family moved into Terrace Village; the transformation was slow and for a time we feared too much damage had been done, but finally a good home and a good community helped to bring back the pride of home life that had been there formerly. We feel now that success is possible. Note that teachers, public health nurses, W.P.A. housekeepers, recreation leaders, and others were active, but we didn't see results until a decent home was acquired."

--Source: Citizens Look at Public Housing, A Symposium. Published by the Pittsburgh Housing Association, quoting John H. Morgart, Principal, Herron Hill Jr. High School.

Almost 14 percent of the families that moved out of low-rent projects during the year ended June 30, 1945, gave purchasing of home as the reason for moving. This is somewhat higher than the 11 percent of move-outs which occurred for this reason during the earlier 6-month period for which data are available.

--Source: Families moving out of low-rent housing projects, July 1, 1944-June 30, 1945. Report S-561, Federal Public Housing Authority.

Fifty of our tenants were able to purchase homes during 1943 and many more rented homes or apartments so that they could move out of our projects. During the first six months of 1944, thirty-five of our tenants purchased homes.

--Source: Annual Report 1943-44. Housing Authority of Omaha, Nebraska.

Fifty-one low income residents felt their financial condition sufficiently improved to justify home ownership. As soon as these families were able to take the next step in self improvement, they left the housing communities and thus made available apartments for other low-income families living in substandard dwellings.

--Source: Annual Report, 1942. Birmingham (Alabama) Housing Authority.

Twenty-nine families moved out of Brewster Homes into homes purchased by themselves. At Charles Terrace, 13 tenants built or bought their own homes. At John W. Smith Homes, 6 purchased their own homes.

--Source: 9th Annual Report, 1943. Detroit (Michigan) Housing Commission.

Story of a steel worker and his wife and 3 children (family income, $954 a year) before and after they moved from a slum dwelling "cooped up 5 in one room", into a 4-room apartment in a public housing project.

--Source: "Home: A true picture-story of the Lester Churchfield Family, 1940-41." Pittsburgh (Pennsylvania) Housing Authority.

"The three low-rent government housing projects have been quick to demonstrate the positive effects upon healthful living which good housing offers...the housing project is becoming the generator of healthful living, immediately influencing the lives of its residents as well as those in the surrounding areas...Of the families included in this study, 15 or 20 percent had better health as a result of improved living conditions..."

--Source: Miss Theresa K. McGrath, Family Society, New Haven, Conn., quoted in the Fourth Annual Report of the Housing Authority of New Haven, 1941-42, on a case study of 30 families living in Elm Haven Project.

A curious by-product of the establishment of each of the projects of this Authority has been the general improvement of the neighborhood outside of the Authority's own premises. Houses have been repaired and repainted and the whole level of the locality noticeably raised in each instance. The fear that a housing project would destroy values in the immediate neighborhood has likewise proven to be fallacious.

--Source: Annual Report, 1945, Housing Authority of Brownsville, Texas.

III. WHO PAYS FOR PUBLIC HOUSING

Public housing is intended for low-income families from the slums who cannot afford to pay the rents charged by private enterprise for decent, sanitary housing. To bring rents in public housing within the means of low-income families a subsidy is provided under the U. S. Housing Act. The Act divides the responsibility for providing subsidies between the local communities and the Federal Government. It says that the Federal subsidy, or annual contribution, is to be matched by a local subsidy amounting to at least 20 percent of the annual federal contribution. It has been found by local communities that tax exemption is the most feasible form that the local subsidy can take, since this means no actual out-of-pocket payment by the community.

All of the 40 states with low-rent housing legislation (except Ohio, see below,) have provided for tax exemption of low-rent housing projects either by legislative action or judicial decision exempting such property from taxes under the provisions of state constitutions. In such states where tax exemption has been granted by statute, the state courts have upheld their constitutionality. A total of 25 decisions have been rendered by the highest courts of the states holding public housing projects built by local housing authorities under the U. S. Housing Act exempt from all state and local taxation.

In Ohio the State Supreme Court has decided that the projects built there are not entitled to tax exemption. The effect of this decision is that local housing authorities were rendered unable to set rents low enough to serve low-income families from the slums. In order that the projects might continue to serve their original low-rent purpose, the Federal Public Housing Authority took over the projects and is operating them as low-rent projects at present. This is possible under federal ownership which entitles them to tax exemption. A recent decision of the U. S. Supreme Court has upheld the Federal government's right to tax exemption on federally-owned housing projects.

MAJOR SHARE OF COST PAID BY TENANTS

The monthly per dwelling unit income is derived from the following sources: The tenant pays 64%, or $23.63; the local contribution is 15% or $5.51; FPHA's contribution amounts to 20% or $7.19; and 1% or 28 cents is received from other sources.

—Source: Federal Public Housing Authority, Chart #25, "Economic Rent". Statement by FPHA Commissioner, before Senate Subcommittee on Postwar Housing and Urban Redevelopment, November 1945.

TAX EXEMPTION AND PAYMENTS IN LIEU OF TAXES.

Tax exemption is partially offset by payments in lieu of taxes, which local authorities are authorized to make up to 10 percent of shelter rents (provided it doesn't bring local contribution below the 20% requirement). In return for tax exemption, cities get rid of heavy cost of slum areas, and often receive more in payments in lieu of taxes for new projects than were assessed against the slums they replaced.

The actual cost to a local community of public housing projects is the difference between the taxes collected on the substandard housing formerly occupied by a tenant, and the payments in lieu of taxes on the new housing to which he has been moved.

For the fiscal year ending in 1943 on 89,240 units in the low-rent program, $980,126.26 was paid in lieu of taxes to local taxing bodies, or an average of 88 cents per unit per month.

There has been a progressive increase in local payments in lieu of taxes per unit per month as follows:

1941 ------- 48 cents
1942 ------- 77 cents
1943 ------- 93 cents
1944 ------- $1.48
1945 ------- $1.86

--Source: Federal Public Housing Authority. (Annual Reports).

Chart 25, Statement of FPHA Commissioner, before the Senate Banking and Currency Committee, November 1945.

Payments in lieu of taxes for low-rent housing projects in 1944 were 56 percent greater than the full taxes levied on the sites when they were acquired by local housing authorities for slum clearance and project construction. Payments totaled $2,026,266, compared to a tax levy of $1,315,583 when the sites were acquired.

--Source: FPHA Release No. 278, November 1945.

Total payments of $2,285,432 in 1945 reached a new high level as a result of increasing tenant incomes and rents paid. To the extent that rental income declines in future years, these payments will of course also decline.

--Source: Fourth Annual Report, Federal Public Housing Authority, December 1945.

Examples of Payments in Lieu of Taxes Actually Made by Local Communities:

Tampa, Florida.

Over $15,720 paid in lieu of taxes on 3 projects in 1944. Compares with $6,044 assessed taxes prior to site acquisition by local authority. Approximately $45,000 in taxes were delinquent at the time of purchase of sites, which was paid by local authority.

--Source: 5th Annual Report, 1944.
Tampa Housing Authority.

Gary, Indiana.

Ratio of taxes to rents paid in the city is lower than that paid by local housing authority in lieu. 325 dwelling units renting for $20 to $40 monthly pay taxes averaging $8.75 each. Local Authority projects, averaging monthly rentals of $24.02 pay $22.44 per family per year in lieu of taxes.

--Source: Annual Report, Gary
Housing Authority.

Louisville, Kentucky

$58,630 paid in 1943, which is $18,039 in excess of city taxes formerly collected on the same land before acquired by the local authority.

--Source: Louisville Times,
March 30, 1944.

Memphis, Tennessee

Since construction of all the projects, a total of $313,160.32 has been channelled into the City Treasury as payments in lieu of taxes on the developments. This was $82,566.02 or 35.81 percent more than the City Government would have derived in tax revenue from the area if it had remained in slums and tax payments had been 100 per cent.

--Source: Annual Report, 1945-46.
Memphis Housing Authority.

Jacksonville, Florida

Taxes assessed on project sites prior to acquisition by local authority were $13,391.63. In 1943 the local authority paid to city county and school boards in lieu of taxes $33,629.04.

--Source: 1944 Annual Report.
Jacksonville Housing Authority.

Peoria, Illinois

In 1944 the Peoria Housing Authority paid in lieu of taxes $14,916.00, an increase of $7,979, or 115.0% over the taxes assessed against the project sites before purchased for public housing development.

--Source: Seventh Annual Report, 1944-45. Peoria Housing Authority.

San Francisco, California

Under private ownership the five sites now occupied by permanent low-rent developments brought $30,000 annually in taxes to the City. Payments by the Authority on these five sites for the past year total $146,411.61.

Among public agencies the Housing Authority holds a unique position in that, while serving a vital public function, it has never cost the taxpayer a cent, but has contributed substantially to meeting the costs of local government.

--Source: San Francisco Housing, July-August 1946. The City & County of San Francisco Housing Authority.

Pittsburgh, Pennsylvania

"...It is a remarkable fact that in rehousing 3,073 families from the slums Pittsburgh has actually <u>increased its tax receipts</u> from the housing sites. Here's how:

The taxes assessed against the properties on the four sites, in the year prior to acquisition by the Housing Authority, totaled	$40,717
Since the authority paid $37,598, the apparent loss for 1943 was	3,119
But taxes assessed on substandard properties are never paid in full. When the authority bought the four sites it paid up all unpaid taxes and water rents, totaling	225,944
And for 1944 the Authority's estimated payment in lieu of taxes will be	78,822
Compared with the $40,717 tax assessment of the pre-public housing year, the city and county stand to gain	38,105
Thus public housing means an increase in tax receipts of about	93%

--Source: The First Seven Years. Report of Pittsburgh Housing Authority, September 1944.

Hartford, Conn.

For 1944, Hartford paid to the City $112,597 in lieu of taxes on its aided projects, or six times the $18,746 taxes originally assessed.

—Source: Hartford Housing Authority.

Muncie, Indiana

The tax assessment on the site of Munsyana Homes was $2,636 before redevelopment, of which $606 was delinquent. Since redevelopment in 1944, payments in lieu of taxes amounted to $3,309.

Prior to redevelopment, two special policemen were required for policing the area. Only one policeman is now used, with a saving to the city of an $1800 annual salary expenditure.

—Source: 1944 Annual Report.
Muncie Housing Authority

High Point, North Carolina

The net result to the local government has been an increase rather than decrease in tax revenue. For the year 1945 this contribution (payments in lieu of taxes) is $7,377.45, making a total of $20,339.27 for the four years of operation, or an increase of 88.8% over the $10,812.50 which the local government could have expected to collect in taxes on the sites if they had remained in private ownership.

—Source: Annual Report, December 1945.
High Point Housing Authority.

Los Angeles, California

A voluntary payment of $19,680 was made to the Board of Education on 10 permanent public housing developments. This is considerably more than the $14,549 received by the city schools for taxes from private owners of the sites for the year just preceding their acquisition by the Housing Authority.

—Source: "Housing News," Sept-Oct. 1944. Los Angeles Housing Authority.

New Haven, Conn.

Payments in lieu of taxes in 1944 will exceed by over $2100 the taxes formerly assessed on the public housing project sites. Voluntary payments amount to $28,707, compared with taxes of $26,519 assessed prior to the Authority's purchase of the sites.

—Source: "Today and Tomorrow," Sixth Annual Report, October 1944.
New Haven Housing Authority.

Houston, Texas

Payments in Lieu of taxes, totaling $60,836, in 1944 exceed by $42,829, or 238 percent, the amount of assessed taxes ($18,007, of which about 40% was delinquent) on the same property prior to acquisition and improvement by the Houston Authority.

--Source: Sixth Annual Report, 1944-45, Houston Housing Authority.

New York, N. Y.

In 1944-45, payments in lieu of taxes are estimated at $568,173, or 101.91 percent of the city's former tax levy. For the 5 year period from June 30, 1939, the Authority has turned over to the City $1,111,829 as taxes and payments in lieu of taxes. In the fiscal year 1943-44 alone, the total tax payments by the Authority amounted to $338,456, or 60.72 percent of what the City had formerly levied on all the project sites. For the fiscal year 1944-45, it is estimated that the total tax payments will amount to $568,173, or 101.91 percent of the City's former tax levy. For the first time in the Authority's history, it will be paying the City a greater amount in taxes on these combined projects than the City formerly levied on the project sites in the last year of private ownership.

It should be noted that the City did not always collect all the tax which it levied on the sites of public housing projects. There were long delinquencies; in one case as long as 16 years. When the sites are acquired for public housing, all delinquent back taxes are promptly paid to the City. The aggregate sum of $1,448,697 was thus turned over to the City.

--Source: 10th Annual Report, 1944. New York City Housing Authority.

Chicago, Illinois

Payments proposed in lieu of taxes for 1944 total $145,300, compared with $111,729 taxes levied but not necessarily collected, in the last year of private ownership of the project sites. The excess over former tax levies is $33,571.

--Source: Report of Chicago Housing Authority.

Albany, Georgia

Prior to acquisition the three small projects here were assessed only $366.74, while we have recently made payment to the taxing bodies for the year 1944 amounting to $6,080, or approximately sixteen times the taxes prior to acquisition.

--Source: Albany Housing Authority, May 12, 1945.

Buffalo, N. Y.

For the past two years, voluntary payments in lieu of taxes have resulted in receipt by the City of a sum far in excess of the tax revenue on the project sites, prior to their acquisition for public housing. Although public projects are not taxed on the basis of their improvements, they have nevertheless increased, rather than reduced, tax revenues.

Payments made in lieu of taxes on public housing, 1943-1944, $48,396.83; assessed taxes for year prior to acquisition of public housing, $28,078.41.

--Source: Ten Years of Progress, 1934-1944.
Buffalo Municipal Housing Authority.

Charlotte, N. C.

Assessed taxes at the time of site acquisition in 1939 were $907.00. Voluntary payments in lieu of taxes made on the low-rent developments in 1944-45 totalled $7,731.00.

--Source: Annual Report, April 1945.
Charlotte Housing Authority.

Providence, Rhode Island

Payments in lieu of taxes for the period July 1942 through June 1946, on Chad Brown Houses and Roger Williams Homes, totals $62,515.81.

--Source: The Seventh Annual Logbook of
Providence Housing Authority, July 1946.

Omaha, Nebraska

The City of Omaha and the Board of Education were paid $26,151.73 in lieu of taxes for the past year. Such an amount is approximately $16,000 more than what was paid by the same areas now occupied by the Housing Authority before these projects were constructed.

--Source: Annual Report, 1945-46.
Omaha Housing Authority.

St. Louis, Mo.

Contrary to what any taxpayer might assume at first thought, tax-exemption for public housing saves money for taxpayers. The payment in both 1944 and 1945 was $85,453 which is exactly 251% more than the taxes formerly assessed (but never collected in full) on the sites of the two projects.

What the Tax Collector Tried to Collect

Annual taxes assessed on two sites before purchase by Housing Authority. $24,325

What the Tax Collector Has Collected

Delinquent taxes paid by Housing Authority $28,367

Last annual payment in lieu of taxes (1945). 85,454

Total previous payments in lieu of taxes (1942 through 1944). 92,755

Total Payments to City. $206,576

--Source: "Old Brick", Annual Report, July 1946. St. Louis Housing Authority.

Fort Worth, Texas.

For 1943 payments in lieu of taxes amounted to approximately $7,750. The total City Tax Assessment on project sites prior to their acquisition for low-rent housing was only $4,725.00. The City not only has not suffered a monetary loss by the development of the projects but has actually received a substantial profit.

--Source: A Report on the Operations of Public Housing, 1944. Fort Worth Housing Authority.

Final Report to the Congress, by Temporary National Economic Committee, 1941. (Gov't. Printing Office, 1941, page 294):

"As to the burden assumed by local treasuries in supporting the housing program, this is much more apparent than real, even in a strictly financial sense. It has already been pointed out that local contributions take the form of tax exemption. Usually, however, the direct financial sacrifice is much less than the theoretical tax loss, since delinquencies are high and collections difficult in the case of run-down slum property of the type frequently involved in U.S.H.A. (FPHA) projects. The replacement of slums by decent well laid-out houses reduces crime, disease, fires, and juvenile delinquency, and hence makes possible a cut in the city budget. The scientific study of urban problems in recent years has shown what a terrible social and financial liability slums are; their elimination, therefore, undoubtedly involves actual financial savings of a substantial sort. Also a housing project invariably raises the value of adjacent real estate, and hence indirectly creates new sources of tax revenue; and, finally, at least during the period of construction, the added employment caused by a project means lower relief and welfare costs."

"It is almost impossible to measure the exact size of these financial offsets to the contribution of the locality, and there is considerable variation from project to project. But it seems safe to assume that on the average the net financial cost to the localities is negligible."

WHAT PUBLIC HOUSING COSTS.

Total actual development cost per dwelling unit, covering all expenditures, including old slum buildings and their clearance, and local authority overhead:

All urban localities, $4,649.

In metropolitan districts:

over 1,000,000 population -------	$5,104
500,000 to 1,000,000 population-	$4,972
250,000 to 500,000 population --	$4,448
100,000 to 250,000 population --	$4,296

In smaller localities ---- $3,884

Farm Localities, $2,350.

--Source: Chart #12, Statement by FPHA Commissioner, before Senate Banking and Currency Committee, on S. 1592 November 1945.

Federal loans to local housing authorities for project development are fully repaid with interest, and, under past operations, this interest has been sufficient to cover both the interest cost of the money to the FPHA and the full Federal administrative cost for the program.

--Source: 4th Annual Report, Federal Public Housing Authority, December 1945.

The only cost to the Federal government of public housing is the Annual Federal contributions to public housing (which combined with local contributions) keep rents within the means of low income families' ability to pay. Average Federal contributions per dwelling unit per month since 1941 have been as follows:

1941	$12.33
1942	9.62
1943	8.38
1944	7.19
1945	6.03

--Source: 4th Annual Report, Federal Public Housing Authority, December 31, 1945.

From the first payment of contributions in the year 1941 to the end of 1945, the FPHA (and its predecessor, the USHA) paid a total of $46,790,040. This constitutes the full cost to the Federal government of the aided low-rent housing and slum clearance program through 1945.

--Source: 4th Annual Report, Federal Public Housing Authority, December 31, 1945.

WHO LIVES IN PUBLIC HOUSING

Families living in all localities in low-rent public housing projects had average incomes of $17.21 per week at the time of admission. In metropolitan districts of over 500,000 population the average family income was $20.15. Families in smaller cities in the north and west averaged incomes of $18.96 per week. In the south, the average weekly income of white families was $16.56 and of Negro families $13.40 at the time of admission to low-rent projects.

Average monthly gross rents (including utilities), based upon income were as follows at the time of admission:

All localities	$19.11
Metropolitan Districts over 500,000	22.34
Other cities, North and West	20.98
South: White families	16.63
South: Negro families	14.55

--Source: Chart #10. Statement by FPHA, before Senate Committee on Banking and Currency, Hearings on S.1592, General Housing Act of November 1945.

The first 50,000 families admitted to low-rent public housing came from housing that showed the following substandard conditions:

Structural conditions a menace to health and safety	58%
No running water	16%
No inside private toilet	62%
No private bath	9%
Artificial lighting inadequate	30%
Cooking facilities dangerous or inadequate	40%
Heating dangerous or inadequate	64%
Daylight or ventilation inadequate	49%
Overcrowded	28%

DEPARTMENT OF COMMERCE
Bureau of the Census

Not to be released until
March 18, 1947

Population: HVet-No. 103

SUMMARY REPORT OF VETERANS' HOUSING SURVEYS MADE FROM JULY 1946 THROUGH SEPTEMBER 1946

The results of the Veterans' Housing Surveys made by the Bureau of the Census between July 1946 and September 1946 were summarized today by Director J. C. Capt, Bureau of the Census. The surveys, requested by the National Housing Agency for the Veterans' Emergency Housing Program, were made in 70 selected cities. Individual reports have been issued for each of the surveys and are available on request.

Thirty-two additional Veterans' Housing Surveys are currently being made by the Bureau of the Census and seven are being made by the Bureau of Labor Statistics, Department of Labor. A report summarizing the results of these surveys will be published as soon as individual reports for the additional surveys have been released.

The Veterans' Housing Surveys are sample surveys covering a representative cross section of all veterans in the localities surveyed except those living in institutions and hotels. The information was collected by trained interviewers directly from the veteran or his wife, or in some cases from some other reliable member of his family.

The information presented in this summary consists of several items on the personal characteristics of the veterans and their housing intentions, and the present living arrangements of the married veterans.

DEFINITION OF TERMS

Employed: A veteran is considered employed if he worked for pay or profit or had a job (but was not at work) during the week prior to the enumeration.

In-migrant: An in-migrant veteran is one whose residence, prior to his entering the service, was outside the housing market area for the locality being surveyed.

Weekly income: The veteran's weekly income is his usual weekly income from all sources including overtime pay, commissions, dividends, and pensions. For the wage and salary workers, the income includes the full weekly wages before deductions are made for bonds or taxes. For married veterans, the wife's income is also included.

Doubling up: For purposes of this survey, a veteran is living doubled-up if he lives in a dwelling unit which contains, in addition to the head of the household, either a married couple or a married woman whose husband is living elsewhere.

Housing intentions: The veteran was asked two basic questions in order to measure his housing intentions. The first question was designed to determine what the veteran really wanted to do about his housing, that is, what he would do under conditions he desires. The question asked of the veteran was: "Suppose you could rent, buy, or build a house or apartment of the price, size, and quality you desire--what would you do about your living arrangements in the next 12 months?"

The second question on the veteran's intentions was designed to determine what he would do if other living quarters were available but only at today's prices and quality. It was asked only of those veterans who had already indicated they wanted different quarters under desired conditions. The question was: "You said you would (rent, buy, build) if you could get the kind and price house you desire--what would you do in the next 12 months if houses became available only at present prices and quality?"

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Gross monthly rent able to pay: This was the amount of monthly rent, including payments for heat, light and cooking fuel, which the veteran said he could afford to pay. The monthly rent shown is the median reported by those veterans who would rent under desired conditions of price and quality. In responding to this question the veteran was not to report what he thought he would have to pay but what he considered he could reasonably pay, taking into account his income and other expenses.

Price house able to buy: This is the price the veteran reported he was able to pay for a house taking into consideration his income and other resources. The median prices shown in this summary are for those veterans who reported they would buy or build under desired conditions. The corresponding price figures for those veterans who said they would buy or build under present prices and quality are not shown in this summary. They may be obtained by referring to the individual reports.

TECHNICAL NOTE

The number of World War II veterans shown for each area surveyed is an estimate of the number of veterans in the locality exclusive of those in institutions and hotels. These figures are based on the weighted sample results and on independent estimates derived from the distribution of veterans by state of preservice residence and the proportion of 1-C Selective Service registrants in the locality. The estimates are only rough approximations but are the best that can be made from the limited information available.

An examination of the results shows that these surveys, like practically all others based upon a field canvass of a cross-section of the population, did not cover a proportionate share of the most mobile parts of the population, e. g., veterans who were traveling about preparatory to taking a job and establishing a residence. In addition, some persons who were actually veterans were not identified as such because of inaccurate or inadequate information furnished by the respondents. The characteristics of such groups may not be the same as those of the enumerated veterans, but in the absence of information concerning these characteristics no adjustment has been made in the results of the survey because of this factor.

Because the results of the surveys are based on data obtained from a sample of veterans, the figures presented here may differ somewhat from the results which would have been obtained by a complete census. In general, the allowance to be made for the sampling variation depends both on the numerical value of the percentage and the size of the base on which the percentage is determined. A percentage based on a larger number of veterans has less variability due to sampling than one based on a smaller number. Examples of variations which may be expected because of the sample are as follows: In two chances out of three, for the 31% of the veterans in Philadelphia who would buy or build a house under desired conditions, it may be expected that the proportion which would have been obtained by a complete census would have been between 29% and 33%, and for the 43% of the married veterans in Philadelphia who were living doubled up, or in a rented room, the proportion for a complete census would have been between 40% and 46%.

For Atlanta, for the 47% of the married white veterans who are living doubled up or in a rented room, the chances are two out of three that the rate which would have been obtained by a complete census is between 44% and 50%, and for the 48% of the married Negro veterans who are living doubled up, or in a rented room, the chances are two out of three that the rate would have been between 43% and 53%. Because of the many variations possible in the magnitude of the sampling errors, the examples of sampling variations given above should not be applied indiscriminately to all of the figures presented in this report. For more accurate information on the errors due to sampling variation for any particular area, refer to the individual report for that area.

In addition to the difference due to sampling variability, the estimates are subject to errors of response. Such errors may be expected to affect the sample estimate to about the same degree as they would affect the results of a complete census.

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SUMMARY OF RESULTS OF WORLD WAR II VETERANS' HOUSING SURVEYS MADE BY THE BUREAU OF THE CENSUS FOR THE NATIONAL HOUSING AGENCY: JULY 1946 THROUGH SEPTEMBER 1946

SURVEY AREA	Month of enumeration	Publication series number	Estimated number of World War II veterans	Percent married	Percent employed	Percent immigrants	Median weekly income of all veterans	Percent of married veterans living in rented rooms or doubling up	HOUSING INTENTIONS: Veterans who would move and rent other quarters: If housing available only at present price and quality: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Median gross monthly rent able to pay	Veterans who would buy or build a house: If housing available only at present price and quality: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Median price able to pay
ALABAMA		H-Vet												
Birmingham area:														
White	July	67	21,000	57	72	12	$39	37	10	9	$35	7	27	$5,100
Negro	-	-	9,000	58	77	11	30	51	11	13	16	8	24	(1)
Montgomery:														
White	Aug.	70	5,400	67	80	26	46	28	18	14	38	9	30	5,900
Negro	-	-	2,600	56	55	11	29	36	15	18	17	11	19	(1)
CALIFORNIA														
Fresno	Aug.	27	7,000	61	87	28	53	26	7	6	45	9	36	6,100
Los Angeles County	July	48	350,000	57	78	26	50	28	10	8	48	8	31	7,300
Selected area, Los Angeles City	Sept.	Special	15,000	60	82	35	47	38	18	14	38	6	33	5,700
Sacramento	Aug.	49	13,000	58	86	25	52	32	10	7	47	8	31	6,700
San Diego area	Aug.	38	35,000	68	79	40	51	16	8	8	45	6	40	6,300
San Francisco area	July	61	130,000	57	86	36	52	27	14	11	42	12	33	7,300
COLORADO														
Denver area	Aug.	31	35,000	63	79	28	46	33	12	8	44	8	36	6,200
CONNECTICUT														
Hartford area	Sept.	77	25,000	50	73	11	42	38	10	14	45	2	15	7,200
New Haven area	Aug.	51	25,000	46	74	6	37	39	8	9	39	3	9	6,900
Waterbury area	Aug.	52	10,000	39	80	4	40	38	10	9	38	6	18	6,600
DELAWARE														
Wilmington area	Sept.	54	10,000	54	79	11	45	31	5	4	41	2	31	6,400
GEORGIA														
Atlanta area:														
White	July	75	30,500	70	80	26	46	47	11	7	46	15	38	6,200
Negro	-	-	9,500	63	77	9	30	48	12	10	(1)	31	52	3,900
IDAHO														
Boise City	July	21	3,000	70	87	42	54	15	9	5	50	17	42	6,000
Twin Falls	Sept.	50	1,500	67	87	32	49	23	12	8	42	6	28	5,500

1 The sample contained too few cases to quote median figures.

3835-C

SUMMARY OF RESULTS OF WORLD WAR II VETERANS' HOUSING SURVEYS MADE BY THE BUREAU OF THE CENSUS FOR THE NATIONAL HOUSING AGENCY: JULY 1946 THROUGH SEPTEMBER 1946--Continued

SURVEY AREA	Month of enumeration	Publication series number	Estimated number of World War II veterans	Percent married	Percent employed	Percent immigrants	Median weekly income of all veterans	Percent of married veterans living in rented rooms or doubling up	HOUSING INTENTIONS: Veterans who would move and rent other quarters: If housing available only at present price and quality: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Median gross monthly rent able to pay	Veterans who would buy or build a house: If housing available only at present price and quality: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Median price able to pay
ILLINOIS		H-Vet												
Cook County	July	36	400,000	49	84	8	$47	40	15	16	$46	4	14	$7,400
INDIANA														
Fort Wayne	Aug.	40	10,000	60	87	20	49	30	5	5	48	10	25	6,000
Indianapolis area	Aug.	41	40,000	65	82	20	47	30	10	9	46	10	32	5,800
KANSAS														
Kansas City area, Kans. and Mo.	Sept.	68	55,000	62	75	18	43	38	7	8	45	8	19	5,300
LOUISIANA														
New Orleans area:														
White	Aug.	76	36,000	56	76	10	38	32	7	7	32	7	22	6,000
Negro	-	-	14,000	57	68	17	28	45	17	18	20	14	24	3,000
MARYLAND														
Baltimore:														
White	Sept.	58	70,000	53	76	11	43	35	7	6	44	8	28	5,700
Negro	-	-	20,000	55	69	10	31	57	13	16	36	7	24	4,100
MASSACHUSETTS														
Boston area	July	19	160,000	46	73	6	37	42	5	6	44	2	5	7,100
Fall River-New Bedford area	Sept.	60	22,000	45	73	5	32	36	7	8	34	2	5	5,800
Lowell-Lawrence-Haverhill area	Sept.	62	18,000	42	71	2	35	45	5	7	43	4	13	5,700
Springfield area	Aug.	26	30,000	43	78	9	40	36	9	13	41	3	14	6,200
Worcester area	Aug.	34	20,000	45	71	4	37	36	8	10	41	2	6	6,400
MICHIGAN														
Detroit area	July	24	190,000	49	81	13	51	39	10	9	46	7	22	6,300
Grand Rapids area	Sept.	72	18,000	54	86	12	49	25	12	8	39	6	24	5,900
MINNESOTA														
Duluth, Minn.-Superior, Wis.	Aug.	47	10,000	47	71	6	39	19	5	4	37	7	15	5,500

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SUMMARY OF RESULTS OF WORLD WAR II VETERANS' HOUSING SURVEYS MADE BY THE BUREAU OF THE CENSUS FOR THE NATIONAL HOUSING AGENCY: JULY 1946 THROUGH SEPTEMBER 1946--Continued

SURVEY AREA	Month of enumeration	Publication series number	Estimated number of World War II veterans	Percent married	Percent employed	Percent immigrants	Median weekly income of all veterans	Percent of married veterans living in rented rooms or doubling up	HOUSING INTENTIONS: Veterans who would move and rent other quarters: If housing available only at present price and quality: Percent of veterans	If housing available at price and quality veteran desires: Percent of veterans	If housing available at price and quality veteran desires: Median gross monthly rent able to pay	Veterans who would buy or build a house: If housing available only at present price and quality: Percent of veterans	If housing available at price and quality veteran desires: Percent of veterans	If housing available at price and quality veteran desires: Median price able to pay
MISSISSIPPI		H-Vet												
Jackson:														
White	July	74	4,500	67	83	28	$48	52	7	4	$42	8	28	$6,000
Negro	-	-	1,500	63	80	14	27	52	5	3	(1)	12	34	3,200
MISSOURI														
Kansas City (Refer to Kansas City, Kans.)														
Springfield	July	15	5,000	66	76	23	37	21	7	7	35	6	17	4,700
St. Louis area	July	57	100,000	55	74	12	36	38	12	13	39	6	12	6,500
MONTANA														
Billings	July	32	2,000	65	89	26	49	24	11	10	45	8	25	6,200
NEBRASKA														
Omaha	Aug.	42	22,000	55	82	16	43	32	8	6	39	8	28	5,400
NEW JERSEY														
Essex County	July	37	85,000	45	75	6	43	44	10	10	44	4	18	7,200
Hudson County	July	23	70,000	39	76	2	41	42	12	13	42	2	16	7,200
NEW MEXICO														
Albuquerque area	Aug.	46	5,000	64	77	31	42	22	7	5	45	15	28	5,500
NEW YORK														
Buffalo area	July	14	70,000	47	74	6	40	42	13	13	40	7	17	5,900
New York City area	July	16	765,000	46	73	5	40	44	16	21	46	2	11	6,700
Rochester area	July	30	30,000	50	87	6	47	34	9	10	46	4	16	6,100
Utica-Rome area	Sept.	44	15,000	48	74	6	41	29	10	9	40	5	24	5,800
NORTH CAROLINA														
Asheville:														
White	July	66	4,200	62	78	23	40	24	7	4	37	14	38	4,700
Negro	-	-	800	56	66	22	30	42	6	7	24	16	47	(1)

[1] The sample contained too few cases to quote median figures.

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SUMMARY OF RESULTS OF WORLD WAR II VETERANS' HOUSING SURVEYS MADE BY THE BUREAU OF THE CENSUS FOR THE NATIONAL HOUSING AGENCY: JULY 1946 THROUGH SEPTEMBER 1946--Continued

SURVEY AREA	Month of enumeration	Publication series number	Estimated number of World War II veterans	Percent married	Percent employed	Percent immigrants	Median weekly income of all veterans	Percent of married veterans living in rented rooms or doubling up	HOUSING INTENTIONS: Veterans who would move and rent other quarters: If housing available only at present price and quality: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Median gross monthly rent able to pay	Veterans who would buy or build a house: If housing available only at present price and quality: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Median price able to pay
NORTH CAROLINA--Con.		H-Vet												
Charlotte:														
White	Aug.	63	8,200	57	82	18	$45	38	7	6	$43	14	31	$6,800
Negro	-	-	1,800	50	71	15	28	40	6	9	(1)	19	23	3,900
Greensboro:														
White	Aug.	65	5,000	60	93	18	44	55	5	4	45	22	36	6,200
Negro	-	-	1,000	45	74	18	30	66	6	7	(1)	28	37	4,100
NORTH DAKOTA														
Fargo	July	17	3,000	60	76	32	44	27	17	15	42	8	33	5,800
OHIO														
Akron area	Aug.	53	35,000	57	83	17	48	35	7	6	44	11	31	5,800
Cincinnati area	Aug.	33	65,000	58	78	10	41	23	12	12	36	7	24	6,900
Cleveland area	July	20	110,000	53	79	7	43	38	12	13	42	8	16	7,200
Columbus area	Aug.	39	30,000	63	78	17	40	38	8	9	43	5	15	6,000
OKLAHOMA														
Oklahoma City	July	22	20,000	75	79	26	48	19	6	4	40	13	40	5,700
OREGON														
Pendleton	July	18	1,000	65	93	39	57	19	7	6	39	12	34	5,300
Portland area	Aug.	59	40,000	59	83	21	53	22	6	4	43	6	26	6,300
PENNSYLVANIA														
Philadelphia	July	12	190,000	53	76	9	42	43	7	7	38	11	31	5,300
Pittsburgh area	July	29	125,000	44	71	5	40	35	7	8	37	5	16	6,300
New Castle	July	35	5,000	50	72	6	40	43	4	3	36	10	24	5,500
York area	Aug.	43	8,000	63	85	8	40	32	5	5	38	9	24	5,700
RHODE ISLAND														
Providence area	July	56	40,000	40	65	3	33	32	4	5	39	3	12	6,300
TENNESSEE														
Memphis area:														
White	Aug.	69	22,800	67	81	22	46	45	6	7	4	12	32	6,400
Negro	-	-	7,200	58	81	18	29	46	4	8	(1)	16	35	3,400

[1] The sample contained too few cases to quote median figures.

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SUMMARY OF RESULTS OF WORLD WAR II VETERANS' HOUSING SURVEYS MADE BY THE BUREAU OF THE CENSUS FOR THE NATIONAL HOUSING AGENCY: JULY 1946 THROUGH SEPTEMBER 1946--Continued

SURVEY AREA	Month of enumeration	Publication series number	Estimated number of World War II veterans	Percent married	Percent employed	Percent immigrants	Median weekly income of all veterans	Percent of married veterans living in rented rooms or doubling up	HOUSING INTENTIONS: Veterans who would move and rent other quarters: If housing available only at present price and quality: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Median gross monthly rent able to pay	Veterans who would buy or build a house: If housing available only at present price and quality: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Median price able to pay
TEXAS		H-Vet												
Beaumont-Port Arthur area:														
White	July	64	8,200	61	77	24	$47	31	6	5	$37	10	33	$5,200
Negro	-	-	1,800	56	67	17	28	42	3	3	(1)	12	31	3,200
El Paso	Aug.	80	9,000	57	75	19	37	28	11	11	25	9	25	5,000
Fort Worth area:														
White	Sept.	73	16,000	66	80	25	46	32	7	4	48	10	26	5,700
Negro	-	-	2,000	60	76	21	30	37	4	5	(1)	17	25	(1)
Houston area:														
White	Aug.	78	36,000	65	82	20	49	28	2	3	45	11	35	5,000
Negro	-	-	4,000	63	79	18	30	53	5	4	25	10	41	3,000
UTAH														
Salt Lake City area	July	13	20,000	55	74	20	41	26	10	6	42	9	24	6,800
VIRGINIA														
Roanoke area:														
White	Sept.	79	6,400	58	77	16	42	33	5	4	35	20	27	6,000
Negro	-	-	600	50	74	15	30	43	3	3	(1)	15	22	3,500
WASHINGTON														
King County	July	22	55,000	56	79	24	50	22	8	6	45	12	38	6,000
Spokane area	Aug.	45	12,000	63	90	27	50	17	6	3	36	9	33	5,600
Yakima area	Sept.	71	3,500	57	89	33	50	26	9	8	41	11	26	5,900
WEST VIRGINIA														
Huntington, W. Va.-Ashland, Ky.	Sept.	55	10,000	60	70	15	37	33	7	6	38	11	26	5,600
WISCONSIN														
Duluth, Minn.-Superior Wis. (Refer to Duluth, Minn.)														
Milwaukee area	July	25	65,000	46	79	14	43	36	14	12	46	5	17	6,700

[1] The sample contained too few cases to quote median figures.

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DEPARTMENT OF COMMERCE
Bureau of the Census

Not to be released until
May 10, 1947

Population: HVet-No. 114

SUMMARY REPORT OF VETERANS' HOUSING SURVEYS MADE FROM JULY 1946 THROUGH JANUARY 1947

The results of the Veterans' Housing Surveys made by the Bureau of the Census and the Bureau of Labor Statistics between July 1946 and January 1947 were summarized today by Director J. C. Capt, Bureau of the Census. The surveys, requested by the National Housing Agency for the Veterans' Emergency Housing Program, were made in 109 selected localities. Individual reports have been issued for each of the surveys and are available on request.

In conjunction with the surveys included in the attached summary table, the Bureau of the Census conducted a Nation-wide veterans' survey during the latter part of June 1946. A report on the results of this survey is available at the National Housing Agency in Washington, D. C.[a] The surveys in the Cleveland, Detroit, Indianapolis, Kansas City, Newark (Essex County, N. J.), New York City, Philadelphia, and St. Louis areas are being supplemented by the Bureau of Labor Statistics to provide separate figures for Negro veterans. Reports for these supplements will be available in May. Also, nineteen other Veterans' Housing Surveys, in which a slightly different schedule was used, were conducted during March, April, and May, 1946.[b]

The Veterans' Housing Surveys are sample surveys covering a representative cross section of all veterans in the localities surveyed except those living in institutions, transient hotels, and dormitories. The information was collected by trained interviewers directly from the veteran or his wife, or in some cases from some other reliable member of his family.

The information presented in this summary consists of several items on the personal characteristics of the veterans and their housing intentions, and the present living arrangements of the married veterans.

DEFINITIONS OF TERMS

Employed: A veteran is considered employed if he worked for pay or profit or had a job (but was not at work) during the week prior to the enumeration.

In-migrant: An in-migrant veteran is one whose residence, prior to his entering the service, was outside the housing market area for the locality being surveyed.

Weekly income: The veteran's weekly income is his usual weekly income from all sources including overtime pay, commissions, dividends, and pensions. For the wage and salary workers, the income includes the full weekly wages before deductions are made for bonds or taxes. For married veterans, the wife's income is also included.

Doubling up: For purposes of this survey, a veteran is living doubled up if he lives in a dwelling unit which contains, in addition to the head of the household, either a married couple or a married woman whose husband is living elsewhere.

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[a] The title of the report is "A National Survey of Veterans' Housing Plans and Present Accommodations as of June 1946."
[b] Surveys were made by the Bureau of the Census in the following places: Macon area, Georgia; Henderson, Kentucky; Benton Harbor - St. Joseph area, Michigan; Bismarck and Mandan, North Dakota; Eugene and Springfield, Oregon; Erie area, Pennsylvania; Johnstown area, Pennsylvania; Orange area, Texas; Greater San Antonio, Texas; Everett area, Washington; and Madison area, Wisconsin. Similar surveys were made by the Bureau of Labor Statistics in the following places: Mobile area, Alabama; Little Rock area, Arkansas; San Francisco area, California; Minneapolis - St. Paul area, Minnesota; Portland area, Oregon; Pittsburgh area, Pennsylvania; Charleston area, South Carolina; and Dallas area, Texas. A report, "Veterans' Housing Plans and Present Accommodations for Selected Areas," summarizing the results of these nineteen surveys is available at the National Housing Agency.

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Housing intentions: The veteran was asked two basic questions in order to measure his housing intentions. The first question was designed to determine what the veteran really wanted to do about his housing, that is, what he would do if he could get the kind of housing he desired. The question asked of the veteran was: "Suppose you could rent, buy, or build a house or apartment of the price, size, and quality you desire--what would you do about your living arrangements in the next 12 months?"

The second question on the veteran's intentions was designed to determine what he would do if other living quarters were available but only at present prices and quality. It was asked only of those veterans who had already indicated they wanted to rent, buy, or build under desired conditions. The question was: "You said you would (rent, buy, build) if you could get the kind and price house you desire--what would you do in the next 12 months if houses became available only at present prices and quality?"

In responding to this second question, some of the veterans who would rent if they could find what they wanted would also rent under today's housing conditions, while others would remain in their present quarters. Similarly, some of the veterans who would buy or build if they could find the kind of housing they desire would buy or build even under present housing conditions, others would move and rent, and still others would remain in their present quarters. Because of the shift in the veteran's intentions under the two conditions, the percent of veterans who would move and rent other quarters under present prices and quality may be higher or lower than the percent of veterans who would move and rent under the housing conditions they desire. For example, in the Wilmington area, Delaware, of the five percent who would rent under present prices and quality, two had already said they would rent under desired conditions and three had said they would buy or build under desired conditions.

Gross monthly rent able to pay: This was the amount of monthly rent, including payments for heat, light, and cooking fuel, which the veteran said he could afford to pay. The monthly rent shown is the median reported by those veterans who would rent under desired conditions of price and quality. In responding to this question the veteran was not to report what he thought he would have to pay but what he considered he could reasonably pay, taking into account his income and expenses.

Price house able to buy: This is the price the veteran reported he was able to pay for a house taking into consideration his income and other resources. The median prices shown in this summary are for those veterans who reported they would buy or build under desired conditions. The corresponding price figures for those veterans who said they would buy or build under present prices and quality are contained in the individual reports for surveys having a sufficient number of sample cases to quote such prices.

TECHNICAL NOTE

The number of World War II veterans shown for each area surveyed is an estimate of the number of veterans in the locality exclusive of those in institutions, transient hotels, and dormitories. An examination of the results shows that these surveys, like practically all others based upon a field canvass of a cross section of the population, did not cover a proportionate share of the most mobile parts of the population, e.g., veterans who were traveling about preparatory to taking a job and establishing a residence. In addition, some persons who were actually veterans were not identified as such because of inaccurate or inadequate information furnished by the person reporting for the household. In the absence of information concerning the characteristics of the omitted groups, however, no adjustment was made in the characteristics of veterans as shown by the survey.

For the earlier surveys, estimates of the number of veterans were based on the weighted sample results and on independent figures derived from the distribution of veterans by state of preservice residence and the proportion of 1-C Selective Service registrants in the locality. For the later surveys, the estimates of veterans indicated by the results of the survey were increased on the basis of a factor obtained in Nation-wide surveys in order to adjust for underenumeration.

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Because the results of the surveys are based on data obtained from a sample of veterans, the figures presented here may differ somewhat from the results which would have been obtained by a complete census. In general, the allowance to be made for the sampling variation depends both on the numerical value of the percentage and the size of the base on which the percentage is determined. A percentage based on a larger number of veterans has less variability due to sampling than one based on a smaller number. Examples of variations which may be expected because of the sample are as follows: In two chances out of three, for the 31% of the veterans in Philadelphia who would buy or build a house under desired conditions, it may be expected that the proportion which would have been obtained by a complete census would have been between 29% and 33%, and for the 43% of the married veterans in Philadelphia who were living doubled up or in a rented room, the proportion for a complete census would have been between 40% and 46%.

For Atlanta, for the 47% of the married white veterans who were living doubled up or in a rented room, the chances are two out of three that the rate which would have been obtained by a complete census is between 44% and 50%, and for the 48% of the married Negro veterans who were living doubled up or in a rented room, the chances are two out of three that the rate would have been between 43% and 53%. Because of the many variations possible in the magnitude of the sampling errors, the examples of sampling variations given above should not be applied indiscriminately to all of the figures presented in this report. For more accurate information on the errors due to sampling variation for any particular area, refer to the individual report for that area.

In addition to the difference due to sampling variability, the estimates are subject to errors of response. Such errors may be expected to affect the sample estimates to about the same degree as they would affect the results of a complete census.

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SUMMARY OF RESULTS OF WORLD WAR II VETERANS' HOUSING SURVEYS MADE BY THE BUREAU OF THE CENSUS AND THE BUREAU OF LABOR STATISTICS FOR THE NATIONAL HOUSING AGENCY: JULY 1946 THROUGH JANUARY 1947

SURVEY AREA	Month of enumeration	H-Vet series number[1]	Estimated number of World War II veterans	Percent employed	Percent immigrants	Median weekly income of all veterans	Percent married	Percent of married veterans living in rented rooms or doubling up	HOUSING INTENTIONS OF VETERANS: Veterans who would move and rent other quarters: If housing available only at present price and quality: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Median gross monthly rent able to pay	Veterans who would buy or build a house: If housing available only at present price and quality: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Median price able to pay
ALABAMA														
Birmingham area:														
White	July '46	67	21,000	72	12	$39	57	37	10	9	$35	7	27	$5,100
Negro	July '46	67	9,000	77	11	30	58	51	11	13	16	8	24	([2])
Montgomery:														
White	Aug. '46	70	5,400	80	26	46	67	28	18	14	38	9	30	5,900
Negro	Aug. '46	70	2,600	55	11	29	58	36	15	18	17	11	19	([2])
ARIZONA														
Phoenix area	Oct. '46	BLS	5,500	76	37	45	64	24	5	4	49	9	29	6,500
Tucson	Nov. '46	86	4,000	70	34	43	58	30	7	7	35	15	49	6,000
CALIFORNIA														
Fresno	Aug. '46	27	7,000	87	28	53	61	26	7	6	45	9	36	6,100
Los Angeles County	July '46	48	350,000	78	26	50	57	28	10	8	48	8	31	7,300
Selected area, Los Angeles city	Sept. '46	Special	15,000	82	35	47	60	38	18	14	38	6	33	5,700
Sacramento	Aug. '46	49	13,000	86	25	52	58	32	10	7	47	8	31	6,700
San Diego area	Aug. '46	38	35,000	79	40	51	68	16	8	8	45	6	40	6,300
San Francisco area	July '46	61	130,000	86	36	52	57	27	14	11	42	12	33	7,300
San Jose area	Jan. '47	110	12,000	78	37	52	63	38	13	10	40	9	37	6,500
Stockton area	Dec. '46	106	6,000	86	38	53	60	31	15	12	40	9	25	6,500
COLORADO														
Denver area	Aug. '46	31	35,000	79	28	46	63	33	12	8	44	8	36	6,200
CONNECTICUT														
Bridgeport area	Dec. '46	BLS	18,000	88	7	45	46	40	5	10	35	3	8	6,000
Hartford area	Sept. '46	77	25,000	73	11	42	50	38	10	14	45	2	15	7,200
New Britain area	Jan. '47	108	14,000	81	7	43	44	47	12	14	35	3	16	6,000
New Haven area	Aug. '46	51	25,000	74	6	37	46	39	8	9	39	3	9	6,800
Waterbury area	Aug. '46	52	10,000	80	4	40	39	38	10	9	38	6	18	6,600
DELAWARE														
Wilmington area	Sept. '46	54	10,000	79	11	45	54	31	5	4	41	2	31	6,400

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DISTRICT OF COLUMBIA														
Washington, D. C., Metropolitan District:														
White	Nov. '46	84	84,000	78	15	53	61	24	9	9	(2)	2	20	9,000
Negro	Nov. '46	84	36,000	78	16	32	53	71	16	19	45	4	14	6,000
FLORIDA														
Jacksonville area:														
White	Oct. '46	BLS	12,500	86	27	48	73	20	4	3	35	14	23	5,500
Negro	Oct. '46	BLS	3,500	71	14	28	50	60	3	3	(2)	8	18	3,500
Tampa-St. Petersburg area:														
Tampa and Port Tampa:														
White	Nov. '46	88	6,500	71	26	37	63	41	5	4	(2)	19	38	5,000
Negro	Nov. '46	88	1,500	71	22	28	60	66	2	4	(2)	8	17	2,500
St. Petersburg, Gulfport, and Pinellas Park	Nov. '46	88	6,000	73	36	43	67	21	5	3	(2)	19	42	6,000
GEORGIA														
Atlanta area:														
White	July '46	75	30,500	80	22	46	70	47	11	7	46	15	38	6,200
Negro	July '46	75	9,500	77	9	30	63	48	18	10	(2)	31	52	3,800
IDAHO														
Boise City	July '46	21	3,000	87	42	54	70	15	9	5	50	17	42	6,000
Idaho Falls	Dec. '46	104	1,700	88	34	51	65	20	11	6	40	8	41	5,000
Twin Falls	Sept. '46	50	1,500	87	32	49	67	23	12	8	42	6	28	5,500
ILLINOIS														
Cook County	July '46	36	400,000	84	8	47	49	40	15	16	46	4	14	7,400
Peoria area	Oct. '46	BLS	11,500	85	20	44	65	24	5	4	40	7	24	6,000
Rock Island, Moline, and East Moline	Nov. '46	95	9,000	88	17	48	59	18	8	5	40	3	25	5,000
Springfield	Dec. '46	98	8,000	86	16	44	63	23	6	6	40	8	24	5,000
INDIANA														
Fort Wayne	Aug. '46	40	10,000	87	20	49	60	30	5	5	48	10	25	6,000
Gary-Hammond area	Jan. '47	112	28,000	89	15	49	54	28	10	8	45	4	29	6,000
Indianapolis area	Aug. '46	41	40,000	82	20	47	65	30	10	9	46	10	32	5,800
IOWA														
Davenport	Nov. '46	95	6,000	85	19	48	62	19	10	7	40	4	34	6,000
KANSAS														
Kansas City (Refer to Kansas City area, Mo.)														
KENTUCKY														
Louisville area, Ky. and Ind.:														
White	Nov. '46	85	40,000	82	17	42	60	29	7	4	40	10	35	5,000
Negro	Nov. '46	85	5,000	74	14	29	60	54	18	15	20	6	34	3,500

[1] All surveys made by the Bureau of the Census except those labeled BLS, Bureau of Labor Statistics, Department of Labor.
[2] The sample contained too few cases to quote median figures.

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SUMMARY OF RESULTS OF WORLD WAR II VETERANS' HOUSING SURVEYS MADE BY THE BUREAU OF THE CENSUS AND THE BUREAU OF LABOR STATISTICS FOR THE NATIONAL HOUSING AGENCY: JULY 1946 THROUGH JANUARY 1947--Continued

SURVEY AREA	Month of enumeration	H-Vet series number[1]	Estimated number of World War II veterans	Percent employed	Percent in-migrants	Median weekly income of all veterans	Percent married	Percent of married veterans living in rented rooms or doubling up	HOUSING INTENTIONS OF VETERANS: Veterans who would move and rent other quarters: If housing available only at present price and quality: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Median gross monthly rent able to pay	Veterans who would buy or build a house: If housing available only at present price and quality: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Median price able to pay
LOUISIANA														
Baton Rouge area:														
White	Dec. '46	107	7,500	79	38	$50	71	24	5	5	$40	7	32	$6,000
Negro	Dec. '46	107	2,500	72	17	31	68	33	4	2	15	16	45	2,200
New Orleans area:														
White	Aug. '46	76	36,000	76	10	38	56	32	7	7	32	7	22	6,000
Negro	Aug. '46	76	14,000	68	17	28	57	45	17	18	20	14	24	3,000
Shreveport area:														
White	Nov. '46	82	8,500	79	21	48	65	40	6	5	40	11	30	6,000
Negro	Nov. '46	82	2,500	76	16	29	60	48	5	4	20	8	23	2,300
MARYLAND														
Baltimore:														
White	Sept. '46	58	70,000	76	11	43	53	35	7	6	44	8	28	5,700
Negro	Sept. '46	58	20,000	69	10	31	55	57	13	16	36	7	24	4,100
MASSACHUSETTS														
Boston area	July '46	19	160,000	73	6	37	46	42	5	6	44	2	5	7,100
Fall River-New Bedford area	Sept. '46	60	22,000	73	5	32	45	36	7	8	34	2	5	5,800
Lowell-Lawrence-Haverhill area	Sept. '46	62	18,000	71	2	35	42	45	5	7	43	4	13	5,700
Salem area	Nov. '46	83	7,500	79	5	41	49	29	2	4	40	3	12	6,000
Springfield area	Aug. '46	26	30,000	78	9	40	43	36	9	13	41	3	14	6,200
Worcester area	Aug. '46	34	20,000	71	4	37	45	36	8	10	41	2	6	6,400
MICHIGAN														
Detroit area	July '46	24	190,000	81	13	51	49	39	10	9	46	7	22	6,300
Grand Rapids area	Sept. '46	72	18,000	86	12	49	54	25	12	8	39	6	24	5,900
Kalamazoo area	Dec. '46	105	8,000	85	19	50	65	23	10	7	40	8	27	5,000
MINNESOTA														
Duluth, Minn.-Superior, Wis.	Aug. '46	47	10,000	71	6	39	47	19	5	4	37	7	15	5,500
MISSISSIPPI														
Jackson:														
White	July '46	74	4,500	83	28	48	67	52	7	4	42	8	28	5,000
Negro	July '46	74	1,500	80	14	27	63	52	5	3	([2])	12	34	3,200

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MISSOURI														
Kansas City area, Kans. and Mo.	Sept. '46	68	55,000	75	18	43	62	38	7	8	45	8	19	5,300
Springfield	July '46	15	5,000	76	23	37	66	21	7	7	35	6	17	4,700
St. Louis area	July '46	57	100,000	74	12	36	55	38	12	13	39	6	12	6,500
MONTANA														
Billings	July '46	32	2,000	89	26	49	65	24	11	10	45	8	25	6,200
NEBRASKA														
Lincoln	Dec. '46	90	9,000	73	37	46	67	21	9	9	35	4	24	5,000
Omaha	Aug. '46	42	22,000	82	16	43	55	32	8	6	39	8	28	5,400
NEVADA														
Las Vegas area	Dec. '46	113	3,000	83	64	62	73	16	6	4	50	15	49	5,500
Reno and Sparks	Dec. '46	93	2,800	83	39	59	68	18	6	5	50	5	27	7,500
NEW JERSEY														
Elizabeth area	Nov. '46	91	23,000	82	7	46	50	45	10	12	45	2	13	7,000
Essex County	July '46	37	85,000	75	6	43	45	44	10	10	44	4	18	7,200
Hackensack-Teaneck area	Nov. '46	87	12,000	78	18	45	50	45	5	7	45	3	21	6,500
Hudson County	July '46	23	70,000	76	2	41	39	42	12	13	42	2	16	7,200
NEW MEXICO														
Albuquerque area	Aug. '46	46	5,000	77	31	42	64	22	7	5	45	15	28	5,500
NEW YORK														
Buffalo area	July '46	14	70,000	74	6	40	47	42	13	13	40	7	17	5,900
New York City area	July '46	16	765,000	73	5	40	46	44	16	21	46	2	11	6,700
Rochester area	July '46	30	30,000	87	6	47	50	34	9	10	46	4	16	6,100
Syracuse	Dec. '46	92	18,000	78	10	41	50	37	5	8	45	2	16	6,000
Utica-Rome area	Sept. '46	44	15,000	74	6	41	48	29	10	9	40	5	24	5,800
NORTH CAROLINA														
Asheville:														
White	July '46	66	4,200	78	23	40	62	24	7	4	37	14	38	4,700
Negro	July '46	66	800	66	22	30	56	42	6	7	24	16	47	(2)
Charlotte:														
White	Aug. '46	63	8,200	82	18	45	57	38	7	6	43	14	31	6,800
Negro	Aug. '46	63	1,800	71	15	28	50	40	6	9	(2)	19	23	3,900
Greensboro:														
White	Aug. '46	65	5,000	83	18	44	60	55	5	4	45	22	36	6,200
Negro	Aug. '46	65	1,000	74	18	30	45	66	6	7	(2)	28	37	4,100
Raleigh:														
White	Dec. '46	101	3,300	74	25	43	64	45	6	6	45	5	20	6,000
Negro	Dec. '46	101	700	75	8	28	50	58	4	9	20	5	22	3,000
NORTH DAKOTA														
Fargo	July '46	17	3,000	76	32	44	60	27	17	15	42	8	33	5,800

[1] All surveys made by the Bureau of the Census except those labeled BLS, Bureau of Labor Statistics, Department of Labor.
[2] The sample contained too few cases to quote median figures.

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SUMMARY OF RESULTS OF WORLD WAR II VETERANS' HOUSING SURVEYS MADE BY THE BUREAU OF THE CENSUS AND THE BUREAU OF LABOR STATISTICS FOR THE NATIONAL HOUSING AGENCY: JULY 1946 THROUGH JANUARY 1947--Continued

SURVEY AREA	Month of enumeration	H-Vet series number[1]	Estimated number of World War II veterans	Percent employed	Percent immigrants	Median weekly income of all veterans	Percent married	Percent of married veterans living in rented rooms or doubling up	HOUSING INTENTIONS OF VETERANS: Veterans who would move and rent other quarters: If housing available only at present price and quality: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would move and rent other quarters: If housing available at price and quality veteran desires: Median gross monthly rent able to pay	Veterans who would buy or build a house: If housing available only at present price and quality: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Percent of veterans	Veterans who would buy or build a house: If housing available at price and quality veteran desires: Median price able to pay
OHIO														
Akron area	Aug. '46	53	35,000	83	17	$48	57	35	7	6	$44	11	31	$5,800
Cincinnati area	Aug. '46	33	65,000	78	10	41	58	23	12	12	36	7	24	6,900
Cleveland area	July '46	20	110,000	79	7	43	53	38	12	13	42	8	16	7,200
Columbus area	Aug. '46	39	30,000	78	17	40	63	38	8	9	43	5	15	6,000
Toledo	Dec. '46	109	27,000	90	7	44	50	37	3	3	([2])	2	23	6,000
Youngstown area	Nov. '46	96	33,000	88	10	44	52	39	3	4	40	7	14	6,000
OKLAHOMA														
Oklahoma City	July '46	22	20,000	79	26	48	75	19	6	4	40	13	40	5,700
Tulsa	Nov. '46	81	15,000	78	25	45	67	20	9	6	45	9	33	5,000
OREGON														
Pendleton	July '46	18	1,000	93	39	57	65	19	7	6	39	12	34	5,300
Portland area	Aug. '46	59	40,000	83	21	53	59	22	6	4	43	6	26	6,300
Salem area	Nov. '46	94	5,000	73	39	50	70	17	8	7	40	8	27	5,000
PENNSYLVANIA														
New Castle	July '46	35	5,000	72	6	40	50	43	4	3	36	10	24	5,500
Philadelphia	July '46	12	190,000	76	9	42	53	43	7	7	38	11	31	5,300
Pittsburgh area	July '46	29	125,000	71	5	40	44	35	7	8	37	5	16	6,300
Sharon-Farrell area	Dec. '46	111	5,000	83	8	42	46	42	3	3	30	5	11	6,000
York area	Aug. '46	43	8,000	85	8	40	63	32	5	5	38	9	24	5,700
RHODE ISLAND														
Providence area	July '46	56	40,000	65	3	33	40	32	4	5	39	3	12	6,300
SOUTH CAROLINA														
Columbia area:														
White	Dec. '46	99	4,000	75	26	44	63	40	3	2	40	7	20	6,000
Negro	Dec. '46	99	1,000	55	13	25	60	40	5	4	20	8	22	3,500

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TENNESSEE														
Chattanooga area:														
White	Dec. '46	97	11,900	84	18	45	71	28	9	6	30	9	38	4,000
Negro	Dec. '46	97	2,100	82	14	30	62	36	13	11	20	8	29	2,500
Memphis area:														
White	Aug. '46	69	22,800	81	22	46	67	45	6	7	47	12	32	6,400
Negro	Aug. '46	69	7,200	81	18	29	58	46	4	8	(2)	16	35	3,400
TEXAS														
Austin:														
White	Dec. '46	102	8,300	74	34	43	66	42	9	7	40	7	27	5,000
Negro	Dec. '46	102	700	61	18	25	57	49	6	7	18	7	24	3,000
Beaumont-Port Arthur area:														
White	July '46	64	8,200	77	24	47	61	31	6	5	37	10	33	5,200
Negro	July '46	64	1,800	67	17	28	56	42	3	3	(2)	12	31	3,200
El Paso	Aug. '46	80	9,000	75	19	37	57	28	11	11	25	9	25	5,000
Fort Worth area:														
White	Sept.'46	73	16,000	80	25	46	66	32	7	4	48	10	26	5,700
Negro	Sept.'46	73	2,000	76	21	30	60	37	4	5	(2)	17	25	(2)
Houston area:														
White	Aug. '46	78	36,000	82	20	49	65	28	2	3	45	11	35	5,000
Negro	Aug. '46	78	4,000	79	18	30	63	53	5	4	25	10	41	3,000
Waco:														
White	Dec. '46	100	5,100	76	25	43	71	20	5	4	35	8	27	5,000
Negro	Dec. '46	100	900	60	17	26	66	30	2	3	18	9	24	2,000
UTAH														
Salt Lake City area	July '46	13	20,000	74	20	41	55	26	10	6	42	9	24	6,800
VIRGINIA														
Richmond area:														
White	Oct. '46	BLS	15,600	87	12	48	62	40	3	3	35	11	23	6,500
Negro	Oct. '46	BLS	4,400	80	7	33	60	57	15	14	25	9	21	5,000
Roanoke area:														
White	Sept.'46	79	6,400	77	16	42	58	33	5	4	35	20	27	6,000
Negro	Sept.'46	79	600	74	15	30	50	43	3	3	(2)	15	22	3,500
WASHINGTON														
King County	July '46	28	55,000	79	24	50	56	22	8	6	45	12	38	6,000
Spokane area	Aug. '46	45	12,000	90	27	50	63	17	6	3	36	9	33	5,600
Tacoma	Nov. '46	89	12,000	80	32	49	60	20	5	3	35	9	27	5,000
Walla Walla	Oct. '46	BLS	1,400	88	41	51	70	15	3	3	43	7	23	6,000
Yakima area	Sept.'46	71	3,500	89	33	50	57	26	9	8	41	11	26	5,900
WEST VIRGINIA														
Clarksburg area	Dec. '46	BLS	2,000	83	21	41	65	29	5	6	35	3	13	5,000
Huntington, W. Va.-Ashland, Ky.	Sept.'46	55	10,000	70	15	37	60	33	7	6	38	11	26	5,600
WISCONSIN														
Duluth Minn.-Superior, Wis. (Refer to Duluth, Minn.)														
Milwaukee area	July '46	25	65,000	79	14	43	46	36	14	12	46	5	17	6,700

[1] All surveys made by the Bureau of the Census except those labeled BLS, Bureau of Labor Statistics, Department of Labor.
[2] The sample contained too few cases to quote median figures.

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DEPARTMENT OF COMMERCE
W. AVERELL HARRIMAN, *Secretary*

BUREAU OF THE CENSUS
J. C. CAPT, *Director*

CURRENT POPULATION REPORTS

HOUSING

Not to be released until afternoon - August 15, 1947 | Washington 25, D. C. | Series P-71, No. 13

HOUSING CHARACTERISTICS OF THE NORFOLK-PORTSMOUTH-NEWPORT NEWS, VA., METROPOLITAN DISTRICT: APRIL, 1947

(In April, 1947, the Bureau of the Census conducted sample population surveys in a number of metropolitan districts. For each district, three reports are being published: Series P-21 which presents general population data; Series P-51, labor force data; and Series P-71, housing data. Figures for the United States as a whole will be presented in separate reports)

The number of dwelling units in the Norfolk-Portsmouth-Newport News Metropolitan District has increased about 53,000 since 1940, according to estimates released today by J. C. Capt, Director, Bureau of the Census, Department of Commerce. The total number of dwelling units in the Norfolk-Portsmouth-Newport News Metropolitan District was approximately 139,000 in April, 1947, or 61 percent more than the figure reported for April, 1940, in the last Federal census.

In April, 1947, homes occupied by their owners represented about 41 percent of all ordinary occupied dwelling units, as compared with 36 percent in 1940, while tenant-occupied dwelling units decreased from 64 percent in 1940 to 59 percent in 1947. Of the ordinary occupied units in 1947, about 96,000, or 72 percent, were occupied by white households and about 37,000, or 28 percent, were occupied by nonwhite households. The corresponding percentages for 1940 were 66 percent and 34 percent, respectively.

About 10 percent of the ordinary dwelling units were reported as in need of major repairs in 1947, as compared with 23 percent in 1940.

The median size of household and the median number of rooms in dwelling units in the Norfolk-Portsmouth-Newport News Metropolitan District were about the same in 1947 as in 1940. The extent of overcrowding, as indicated by the proportion of dwelling units with 1.51 or more persons per room, was also about the same in 1947 as in 1940.

The survey indicated that about 15 out of every 20 dwelling units in the metropolitan district had all of the following designated facilities: Electric lighting and running water; and flush toilet, bathtub or shower, and installed cooking facilities for exclusive use of unit's occupants.

The median monthly rent of tenant-occupied dwelling units in the Norfolk-Portsmouth-Newport News Metropolitan District increased from $18 in 1940 to about $31 in 1947. Approximately 19,000 of the units in 1947 rented for less than $20, as compared with 30,000 units which rented for less than $20 in 1940. In 1947 about 34,000 rented for less than $30, as compared with about 41,000 such units in 1940. About 9,000 units rented for $50 or more per month in 1947, as compared with about 2,000 in 1940. The rental data presented in this report are not comparable with the figures on changes in rent obtained by the Bureau of Labor Statistics for its consumers' price index, for reasons given in the section on Comparability of rental data, below.

About 13 percent of the dwelling units occupied by veteran households (that is, households in which the head or a relative of the head was a veteran of World War II) contained one or more husband-wife subfamilies, as compared with only 6 percent of the nonveteran households. However, the size, condition, and facilities of the dwelling units occupied by these veteran and nonveteran households were about the same.

The survey further showed that of the total dwelling units in this metropolitan district only about 1.7 percent were habitable vacant units offered for rent and 0.3 percent were habitable vacant units offered for sale only. Including vacant units already rented or sold but not yet occupied at the time of the survey and those being held off the market for various reasons, the total habitable vacancy rate was approximately 2.7 percent.

In addition to these vacant units, 0.3 percent of the units were vacant nonseasonal units that were not habitable and another 1.1 percent were vacant seasonal units.

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DEFINITIONS AND EXPLANATIONS

Description of tables.--Table 1 presents a classification of dwelling units by occupancy for 1947. Table 2 presents characteristics for all ordinary dwelling units in 1947, with comparative data for 1940 where available, and characteristics for ordinary occupied dwelling units by occupancy, tenure, and color for 1947. Table 3 presents characteristics of dwelling units occupied by veteran and nonveteran households for 1947.

Metropolitan district.--The boundaries of this metropolitan district, shown in the map on the last page of this report, are those which were established by the Bureau of the Census for use in the Sixteenth Decennial Census.

Dwelling units.--In general, a dwelling unit is a house or a group of rooms or a single room occupied or intended for occupancy as separate living quarters by a family or other group of persons living together or by a person living alone. A group of rooms (occupied or intended for occupancy by a family or other group of persons living together or a person living alone) is considered a dwelling unit provided it has separate cooking facilities or a separate entrance. A single room (occupied or intended for occupancy by a family or other group of persons living together or a person living alone) is considered a dwelling unit provided it has separate cooking facilities or provided it has a separate entrance and a private bath or provided it has a separate entrance and is rented unfurnished.

Dwelling units are classified by type as "ordinary dwelling units" or "other dwelling places." "Ordinary dwelling units" include all dwelling units except trailers, tourist cabins, shacks, riverboats, barns, sheds, railroad cars, warehouses, and the like which when occupied comprise the category "other dwelling places." Vacant "other dwelling places" are excluded from the data presented in table 1. Living quarters in hotels, dormitories, rooming houses with 10 or more rooms rented or for rent, institutions, jails, hospitals, military or labor camps, etc. are not included in either category for 1947.

Occupancy and tenure.--Ordinary dwelling units are classified according to occupancy as "occupied," "occupied by nonresident," or "unoccupied." To be classified as "occupied" a dwelling unit must be inhabited by persons who make it their usual place of residence. If, at the time of the enumeration, a dwelling unit was occupied solely by persons whose usual place of residence was elsewhere, it is classified as "occupied by nonresident." The category "unoccupied" includes seasonal as well as nonseasonal vacancies.

Occupied dwelling units are further classified by tenure as "owner-occupied" and "tenant-occupied." An "owner-occupied" dwelling unit is one owned by the head of the household or a member of his family who is living in the dwelling unit or temporarily absent from it. All other occupied dwelling units are classified as "tenant-occupied."

Unoccupied dwelling units are classified as seasonal or nonseasonal on the basis of intended occupancy. "Nonseasonal" includes units which are not intended for occupancy on a seasonal basis. A dwelling unit located in the closely built up areas of most cities is considered nonseasonal even though it is used on a seasonal basis by its occupants. "Seasonal" includes all units intended for occupancy during only a portion of the year. Although seasonal dwellings are found primarily in resort areas, certain dwelling units in rural areas used only for a portion of the year to house migratory workers are included as "seasonal."

Unoccupied or vacant nonseasonal dwelling units are classified as habitable or not habitable. The category "not habitable" includes not only units reported as unfit for human habitation but also units in need of major repairs where similar units in the same neighborhood are not occupied. Vacant, habitable units are further classified as offered "for rent"; "rented, not yet occupied"; "for sale only"; "sold, not yet occupied"; and "other." A vacant dwelling unit offered both for sale and for rent is classified as "offered for rent." The category "other" includes dwelling units being held to settle an estate, awaiting demolition, being held for absent households and the like.

Vacant dwelling units under construction or undergoing repairs or alterations are included in the categories "for rent," "rented, not yet occupied," "for sale only," or "sold, not yet occupied" if the vacant unit would be ready for occupancy within one month of the survey date.

Color of occupants.--The color of occupants is determined according to the race of the head of the household. "Nonwhite" includes Negroes, Indians, Chinese, Japanese, and other nonwhite races.

Type of structure.--A "one dwelling unit detached structure" has open space on all sides

and contains only one dwelling unit. A "one dwelling unit attached structure" has one or both sides built directly against or having a common wall with an adjoining structure and contains only one dwelling unit. Each unit in a typical row of three or more "row houses" is included in this category. "Two dwelling unit structures" include a two-unit structure with one dwelling unit on each floor as well as a structure consisting of two dwelling units with a common party wall, each having open space on three sides. A row consisting of only two "row houses" is included as two "one dwelling unit attached" structures provided that in addition to being attached to each other, either unit is attached to some other structure. The category "3- or 4-dwelling unit structure" includes structures, detached or attached, which contain 3 or 4 dwelling units. A structure which contains a business unit, in addition to 1 to 4 dwelling units, is classified as a "1- to 4-dwelling unit structure with business." Structures containing 5 or more dwelling units with or without a business comprise the category "5- or more dwelling unit structure."

State of repair.--Dwelling units reported as "in need of major repairs" include those dwelling units which require major repair or replacement of floors, roof, plaster, walls, foundation, or other major structural components. A repair is major if its continued neglect would seriously impair the soundness of the structure and create a hazard to its safety as a place of residence or if the repair has been neglected so long that the structure is already unsound.

Dwelling units reported as "in good condition or in need of minor repairs" include those which require no structural repairs or only such work as papering, painting, general maintenance, stopping of small leaks, pointing up of masonry, or similar work.

Installed cooking facilities.--By "installed cooking facilities" is meant something more substantial than a one- or two-burner hot plate or other electrical appliance such as a toaster or percolator; stoves either standing on the floor or built into a cabinet are regarded as installed cooking facilities.

Electric lighting.--"Electric lighting" includes lights that are wired to a power line or a home plant even though service may be temporarily suspended.

Central heating.--"Central heating" is heating from a steam, hot water, or hot air system, piped to the rooms in the dwelling unit from a furnace or central boiler or furnished by a pipeless hot air system.

Designated facilities.--The classification of ordinary dwelling units according to designated facilities is based on whether or not they had all of the following facilities: Electric lighting and running water; and flush toilet, bathtub or shower, and installed cooking facilities for exclusive use of the unit's occupants.

Number of rooms.--All rooms used or available for use as living quarters are included in the count of rooms. Bathrooms, strip or pullman kitchens, halls, foyers, pantries, laundries, unfinished rooms, basement or attic rooms not intended for living quarters, and rooms used for office or business purposes are not included. Rooms used for office purposes by a person living in the dwelling unit, such as a doctor, lawyer, or dentist are included in the count of rooms, however.

Number of persons.--All persons enumerated as members of the household (including lodgers, servants, and other unrelated persons having no other usual place of residence) are counted in determining the number of persons who occupied each dwelling unit. Students away from home at school and other members temporarily absent are included as members of the household.

Persons per room.--The number of persons per room, used as an index of crowding, was obtained by dividing the number of persons in the household by the number of rooms in the dwelling unit. This computation was made for each occupied dwelling unit.

Monthly rent.--The rent shown for tenant-occupied units is that actually paid. If, however, no money rent was paid, as in the case of a doctor, minister, teacher, or farm tenant who receives the use of the house as part of his wages, the monthly rent was based on the monthly rent paid for similar dwelling units in the neighborhood.

Veteran and nonveteran households.--"Veteran households" are those in which the head of the household or some member of the household related to the head is a veteran of World War II.

A household in which the only veteran is a lodger or other nonrelative of the head is classified as a nonveteran household. Further, the figures in table 3 on dwelling units occupied

by veteran and nonveteran households relate to those in ordinary dwelling units only and exclude those in rooms in hotels, institutions, and "other dwelling places" such as trailers, tourist cabins, and boats.

These statistics are not strictly comparable with those presented in the H-Vet reports of the Bureau of the Census since dwelling units in which the only veteran is a nonrelative of the household head are included as dwelling units occupied by veteran households in those reports. Also, in H-Vet reports occupied dwelling units containing doubled-up families include dwelling units which contain married women (other than household head) whose husbands are absent.

"Husband-wife" subfamilies.--A husband-wife subfamily is a married couple, with or without children, living in an ordinary dwelling unit but not including the head of the household. The married couple is generally related to the head of the household, but in some cases it is a group of lodgers, servants, or other nonrelatives of the head. Married couples living in large lodginghouses, dormitories, transient hotels, etc., are not occupants of ordinary dwelling units and consequently are not counted as subfamilies.

Source of data.--The estimates for April, 1947, were derived from a sample survey of the dwelling units of this district. The sample consisted of approximately 3,200 private dwelling units and other units in dwelling places such as rooming houses, hotels, school dormitories, and various types of institutions. Information was generally obtained through personal interview.

The figures for April, 1940, are based on the complete enumeration of dwelling units in the Sixteenth Decennial Census and are obtained from Volume II of the 1940 Census Reports on Housing with dwelling units not reporting on an item distributed in the same proportion as the reporting units.

Comparability of rental data.--The rental data presented in this report are not comparable with the figures on changes in rent obtained by the Bureau of Labor Statistics for its consumers' price index. The data compiled by the Bureau of Labor Statistics represent changes in rent charged for identical qualities of housing--essentially rents for identical units with identical services and facilities. The data in this release, on the other hand, reflect any changes in the size and type of rented units, the rent level of new housing and other units coming on the rental market for the first time, and possibly also a trend toward more frequent inclusion in rent of charges for furniture and utilities. Furthermore, the comparisons between 1940 and 1947 shown in this release may be affected by changes in vacancy rates among units in various rental groups.

The statistics presented in this release make it clear that the rental figures for 1940 and for 1947 do not pertain to the same group of units, since there took place between those years a considerable shift in the groups of occupied dwelling units to which the rental data pertain.

Reliability of estimates.--The 1947 estimates presented in these tables are shown to the last digit, as computed, instead of being rounded, not because they are assumed to be accurate to the last digit, but rather for convenience in summation and economy in processing the tabulations.

The reliability of estimates for 1947 in this report is affected by the following factors:

(a) Errors in response. Information was obtained, for the most part, by personal interview with only one member of each household and by observation. The respondent's knowledge and the ability of the enumerator to observe the condition of the structure and to elicit proper response on facilities, rooms, and the like, are factors that affect the accuracy of reporting.

(b) Underrepresentation and misclassification of veterans. Because many veterans had not yet established residence, it is probable that some were not enumerated. The figures on veteran and nonveteran households are also subject to error arising from the difficulty of identifying as veterans those whose service in the armed forces was brief or for other reasons not reported. However, it is hardly likely that this would have any material effect on the percentage distributions shown in table 3.

(c) Weighting procedure. The survey results obtained for this area were adjusted upward by a factor of approximately 4 percent on the basis of experience for the country as a whole.

(d) Sampling variation. Since the 1947 figures are based on a sample they may differ somewhat from the figures that would be obtained if a complete census were taken using the same schedules, instructions, and enumerators. The table below gives approximate measures of the sampling variation for estimates dealing with

the specified characteristics. These do not take account of the magnitudes of the bias of nonresponse or the error of response.

Size of estimate	Chances are about 19 out of 20 that the difference between the estimate and the number that would have been obtained in a complete census would be less than the following if classified by:	
	Total occupied or owner-occupied dwelling units	Tenant-occupied or dwelling units occupied by nonwhite households
250....	250	250
500....	400	500
1,000....	500	700
5,000....	1,300	1,700
10,000....	1,900	2,500
20,000....	2,800	3,900
30,000....	3,600	5,100
50,000....	5,000	7,200
70,000....	6,200	9,100
90,000....	7,300	11,000
110,000....	8,400	13,000
130,000....	9,400	14,000

The sampling error of any estimated percentage depends not only on the value of the percentage, but also on the size of the base on which the percentage is determined. Measures of the sampling variability of percentages computed on selected bases are shown in the next column.

Estimated percentage	Chances are about 19 out of 20 that the difference between the estimated percentage and the percentage that would have been obtained in a complete census would be less than the following if based on:			
	Total dwelling units	Owner-occupied dwelling units	Tenant-occupied or occupied by veteran households	Occupied by nonwhite households
0.2.....	0.3	0.3	0.4	0.5
0.5.....	0.4	0.5	0.6	0.7
1.0.....	0.6	0.7	0.9	1.0
2.0.....	0.8	1.0	1.2	1.5
5.0.....	1.2	1.7	2.0	2.6
10.0.....	1.7	2.3	2.7	3.6
30.0.....	2.6	3.6	4.2	5.5
50.0.....	2.8	4.0	4.6	6.1
70.0.....	2.6	3.6	4.2	5.5
90.0.....	1.7	2.3	2.7	3.6
95.0.....	1.2	1.7	2.0	2.6

The sampling error of an estimated median depends not only on the size of the distribution but also on the distribution of the characteristic for which the median is being computed. For example, the median rental for nonfarm tenant-occupied dwelling units for 1947 was $31. The chances are 19 out of 20 that the median that would have been obtained from a complete census would be between $30 and $33.

A detailed statement on the variations due to sampling is being prepared and may be obtained upon request from the Bureau of the Census, Washington 25, D. C.

Table 1.--OCCUPANCY AND VACANCY OF ALL DWELLING UNITS, FOR THE NORFOLK-PORTSMOUTH-NEWPORT NEWS, VA., METROPOLITAN DISTRICT: APRIL, 1947

(The 1947 statistics in these tables are subject to sampling variation. Relatively small figures are subject to particularly large sampling variation and should be interpreted with caution. See section on Reliability of estimates in accompanying text)

ITEM	Number	Percent
Total dwelling units.....	139,167	100.0
All ordinary dwelling units[1].....	139,026	99.9
Occupied by residents.....	133,292	95.8
Owner-occupied.....	54,191	38.9
Tenant-occupied.....	79,101	56.8
Occupied by nonresidents.....	-	-
Unoccupied.....	5,734	4.1
Seasonal.....	1,551	1.1
Nonseasonal.....	4,183	3.0
Habitable.....	3,760	2.7
Rental.....	2,914	2.1
Offered for rent.....	2,397	1.7
Rented, not yet occupied.....	517	0.4
Sale.....	564	0.4
For sale only.....	423	0.3
Sold, not yet occupied.....	141	0.1
Other[2].....	282	0.2
Not habitable[3].....	423	0.3
Other dwelling places.....	141	0.1

[1] The chances are 19 out of 20 that a complete census would yield a figure of between 129,000 and 149,000 for all ordinary dwelling units.

[2] Other vacancies include units held off the sale or rental market, such as units held for absent households, units to be demolished, units in litigation, and units undergoing extensive repairs.

[3] Includes units in need of major repairs where similar units in the same neighborhood are not occupied, as well as units unfit for human habitation.

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Table 2.--CHARACTERISTICS OF DWELLING UNITS BY OCCUPANCY, TENURE, AND COLOR, FOR THE NORFOLK-PORTSMOUTH-NEWPORT NEWS, VA., METROPOLITAN DISTRICT: 1947 AND 1940

SUBJECT	1947												All dwelling units, April, 1940	
	All ordinary dwelling units[1]		All ordinary occupied dwelling units											
			Total		Tenure				Color					
					Owner occupied		Tenant occupied		White		Nonwhite			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total dwelling units	139,026	100	133,292	100	54,191	100	79,101	100	95,974	100	37,318	100	86,539	100
COLOR OF OCCUPANTS[2]														
White	-	-	95,974	72	42,723	79	53,251	67	95,974	100	-	-	54,910	66
Nonwhite	-	-	37,318	28	11,468	21	25,850	33	-	-	37,318	100	28,007	34
TYPE OF STRUCTURE														
One dwelling unit detached structure[3]	74,260	53	71,581	54	49,538	91	22,043	28	53,862	56	17,719	47	48,063	56
One dwelling unit attached structure[3]	13,066	9	12,173	9	1,175	2	10,998	14	7,990	8	4,183	11	2,166	3
Two dwelling unit structure[3]	14,899	11	14,382	11	1,880	3	12,502	16	10,058	10	4,324	12	18,448	21
3- and 4-dwelling unit structure[3]	14,429	10	13,818	10	564	1	13,254	17	7,708	8	6,110	16	8,527	10
1- to 4-dwelling unit structure with business	2,491	2	2,444	2	940	2	1,504	2	1,316	1	1,128	3	1,920	2
5 or more dwelling unit structure	19,881	14	18,894	14	94	-	18,800	24	15,040	16	3,854	10	7,415	9
REPAIR AND PLUMBING EQUIPMENT														
With private bath and private flush toilet	110,873	80	106,549	80	45,825	85	60,724	77	89,958	94	16,591	44	52,136	60
With private flush toilet, no private bath	10,058	7	9,823	7	2,162	4	7,661	10	987	1	8,836	24	3,633	4
With running water, no private flush toilet	10,058	7	9,635	7	2,209	4	7,426	9	3,384	4	6,251	17	21,156	24
No running water in dwelling unit	8,037	6	7,285	5	3,995	7	3,290	4	1,645	2	5,640	15	9,614	11
In good condition or in need of minor repairs	125,161	90	120,461	90	51,794	96	68,667	87	91,791	96	28,670	77	66,521	77
With private bath and private flush toilet	106,643	77	102,789	77	45,167	83	57,622	73	86,762	90	16,027	43	46,534	54
With private flush toilet, no private bath	7,708	6	7,520	6	1,927	4	5,593	7	799	1	6,721	18	2,302	3
With running water, no private flush toilet	6,298	5	5,969	4	1,927	4	4,042	5	2,820	3	3,149	8	12,908	15
No running water in dwelling unit	4,512	3	4,183	3	2,773	5	1,410	2	1,410	1	2,773	7	4,777	6
In need of major repairs	13,865	10	12,831	10	2,397	4	10,434	13	4,183	4	8,648	23	20,018	23
With private bath and private flush toilet	4,230	3	3,760	3	658	1	3,102	4	3,196	3	564	2	5,602	6
With private flush toilet, no private bath	2,350	2	2,303	2	235	-	2,068	3	188	-	2,115	6	1,331	2
With running water, no private flush toilet	3,760	3	3,666	3	282	1	3,384	4	564	1	3,102	8	8,248	10
No running water in dwelling unit	3,525	3	3,102	2	1,222	2	1,880	2	235	-	2,867	8	4,837	6
INSTALLED COOKING														
With installed cooking facilities	133,668	96	128,827	97	52,875	98	75,952	96	94,047	98	34,780	93	(4)	(4)
Without installed cooking facilities[5]	5,358	4	4,465	3	1,316	2	3,149	4	1,927	2	2,538	7	(4)	(4)
ELECTRIC LIGHTING														
With electric lighting	134,091	96	128,686	97	52,687	97	75,999	96	95,692	100	32,994	88	74,636	86
Without electric lighting	4,935	4	4,606	3	1,504	3	3,102	4	282	-	4,324	12	11,903	14
CENTRAL HEATING														
With central heating	51,653	37	50,760	38	23,876	44	26,884	34	48,927	51	1,833	5	(4)	(4)
Without central heating	87,373	63	82,532	62	30,315	56	52,217	66	47,047	49	35,485	95	(4)	(4)
DESIGNATED FACILITIES														
Having all designated facilities[6]	105,374	76	101,238	76	44,650	82	56,588	72	85,916	90	15,322	41	(4)	(4)
Lacking one or more designated facilities	33,652	24	32,054	24	9,541	18	22,513	28	10,058	10	21,996	59	(4)	(4)
NUMBER OF ROOMS														
1 room	799	1	564	-	-	-	564	1	188	-	376	1	1,155	1
2 rooms	6,345	5	5,640	4	517	1	5,123	6	3,854	4	1,786	5	4,194	5
3 rooms	25,615	18	23,782	18	1,598	3	22,184	28	14,053	15	9,729	26	16,394	19
4 rooms	34,921	25	33,511	25	6,768	12	26,743	34	22,137	23	11,374	30	14,851	17
5 rooms	33,652	24	32,853	25	17,390	32	15,463	20	26,179	27	6,674	18	19,724	23
6 rooms	19,693	14	19,317	14	13,724	25	5,593	7	14,805	15	4,512	12	16,508	19
7 or more rooms	18,001	13	17,625	13	14,194	26	3,431	4	14,758	15	2,867	8	13,713	16
Median number of rooms	4.6	-	4.6	-	5.6	-	3.9	-	4.8	-	4.1	-	4.8	-
NUMBER OF PERSONS[2]														
1 person	-	-	6,815	5	2,491	5	4,324	5	4,136	4	2,679	7	5,248	6
2 persons	-	-	35,767	27	12,831	24	22,936	29	25,756	27	10,011	27	20,985	25
3 persons	-	-	35,767	27	14,147	26	21,620	27	28,200	29	7,567	20	19,616	24
4 persons	-	-	25,568	19	11,186	21	14,382	18	19,599	20	5,969	16	15,232	18
5 persons	-	-	14,617	11	6,486	12	8,131	10	9,541	10	5,076	14	9,214	11
6 or more persons	-	-	14,758	11	7,050	13	7,708	10	8,742	9	6,016	16	12,622	15
Median number of persons	-	-	3.2	-	3.3	-	3.1	-	3.1	-	3.3	-	3.3	-
PERSONS PER ROOM[2]														
0.50 or less	-	-	39,762	30	22,466	41	17,296	22	29,845	31	9,917	27	24,748	30
0.51 to 1.50	-	-	87,185	65	30,550	56	56,635	72	64,014	67	23,171	62	53,158	64
1.51 or more	-	-	6,345	5	1,175	2	5,170	7	2,115	2	4,230	11	5,011	6
MONTHLY RENT[7]														
Under $10	-	-	-	-	-	-	2,914	4	94	-	2,820	11	9,960	19
$10 to $19	-	-	-	-	-	-	15,651	20	3,290	6	12,361	48	19,732	38
$20 to $29	-	-	-	-	-	-	15,651	20	8,413	16	7,238	28	11,163	22
$30 to $39	-	-	-	-	-	-	27,260	35	24,440	46	2,820	11	5,766	11
$40 to $49	-	-	-	-	-	-	8,695	11	8,601	16	94	-	2,801	5
$50 or more	-	-	-	-	-	-	8,507	11	8,272	16	235	1	2,263	4
Median monthly rent (dollars)	-	-	-	-	-	-	31	-	36	-	18	-	18	-

[1] Includes dwelling units occupied by nonresident households and vacant dwelling units.
[2] Data for 1940 are for occupied dwelling units only.
[3] Without business.
[4] Comparable data for 1940 not available.
[5] Includes dwelling units with shared cooking facilities.
[6] Electric lighting and running water; flush toilet, bathtub or shower, and installed cooking facilities for exclusive use of unit's occupants.
[7] Data for both 1947 and 1940 are for nonfarm tenant-occupied dwelling units only.

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14-101

Table 3.--PERCENT DISTRIBUTION OF THE CHARACTERISTICS OF ORDINARY DWELLING UNITS OCCUPIED BY VETERAN AND NONVETERAN HOUSEHOLDS, FOR THE NORFOLK-PORTSMOUTH-NEWPORT NEWS, VA., METROPOLITAN DISTRICT: APRIL, 1947

SUBJECT	Total	Occupied by veteran households	Occupied by nonveteran households
Total	100	100	100
Owner occupied	41	41	41
Tenant occupied	59	59	59
Units containing "husband-wife" subfamilies	8	13	6
REPAIR AND PLUMBING EQUIPMENT			
With private bath and private flush toilet	80	85	78
With private flush toilet, no private bath	7	5	8
With running water, no private flush toilet	7	6	8
No running water in dwelling unit	5	3	6
In good condition or in need of minor repairs	90	92	90
With private bath and private flush toilet	77	82	75
With private flush toilet, no private bath	6	4	6
With running water, no private flush toilet	4	5	4
No running water in dwelling unit	3	2	4
In need of major repairs	10	8	10
With private bath and private flush toilet	3	3	3
With private flush toilet, no private bath	2	2	2
With running water, no private flush toilet	3	1	3
No running water in dwelling unit	2	1	3
DESIGNATED FACILITIES			
Having all designated facilities[1]	76	80	74
Lacking one or more designated facilities	24	20	26
NUMBER OF ROOMS			
1 room	-	-	1
2 rooms	4	3	5
3 rooms	18	21	17
4 rooms	25	24	26
5 rooms	25	26	24
6 or more rooms	28	26	28
Median number of rooms	4.6	4.6	4.6

[1] Electric lighting and running water; flush toilet, bathtub or shower, and installed cooking facilities for exclusive use of unit's occupants.

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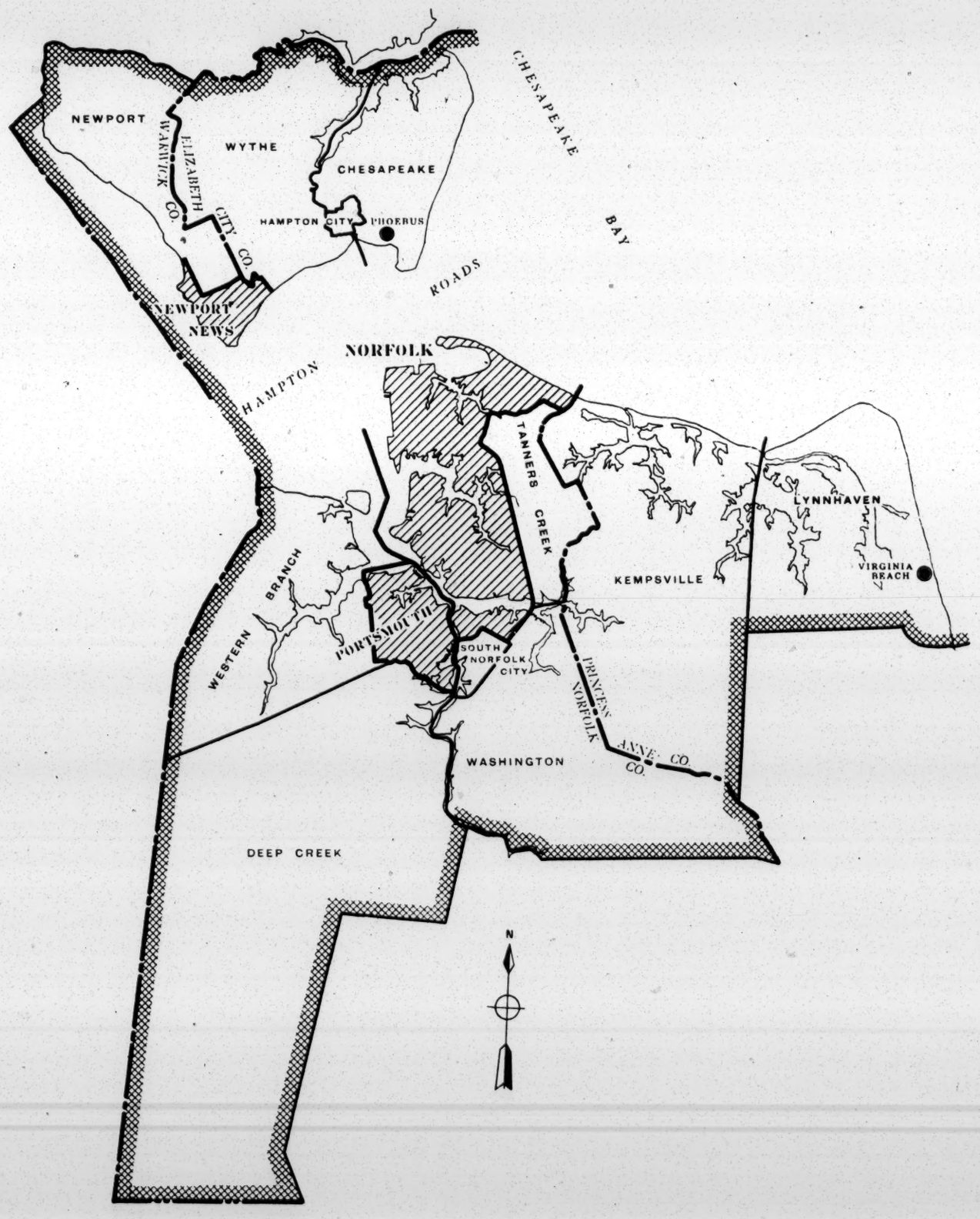
NORFOLK - PORTSMOUTH - NEWPORT NEWS, VIRGINIA, METROPOLITAN DISTRICT



41342

September 4, 1947

Mr. Keith Himebaugh
Director of Information
Department of Agriculture
14th Street and Independence Avenue S. W.
Washington, D. C.

Dear Mr. Himebaugh:

The Southern Regional Council is preparing a study on Housing in the South which we hope to publish soon as the ninth in a series on the region's Welfare needs. Our emphasis will be upon regional deficiencies in relation to other sections of the country and comparisons between housing standards of the eleven southern states will be included.

I understand that you department has done several reports on rural housing which would be most valuable in our study. We would appreciate copies of these at your earliest convenience. The Council will be glad to reimburse you for any charges which the materials incur.

Thank you.

Sincerely yours,

Helen Bridgman

HB:EE

September 4, 1947

Mr. Dillard Lesseber
Farmers Home Administration
14th Street and Independence Avenue S. W.
Washington, D. C.

Dear Mr. Lesseber:

The Southern Regional Council is preparing a study on Housing in the South which we hope to publish soon as the ninth in a series on the region's Welfare needs. Our emphasis will be upon regional deficiencies in relation to other sections of the country and comaprisons between housing standards of the eleven Southern States will be included.

Iouwould appreciate any material which the Farmers Home Administration has on housing standards which have been worked out for rural dwelling units, studies which have been made in past years on housing conditions as well as reports on your farm tenant program.

The Council will be glad to rwimburse you for any charges which this entails.

Sincerely yours,

Helen Bridgman

HB:EE

September 4, 1947

National Association of Housing Officials
1313 East 60th Street
Chicago, Illinois

Dear Sirs:

The Southern Regional Council is preparing a study on Housing in the South which we hope to publish soon as the ninth in aseries on the region's Welfare needs. Our emphasis will be upon regional deficiencie in relation to other sections of the country and the comparisons between housing standards of the eleven southern states will be included.

We would appreciate any material which your association has available on housing standards for rural or urban housing which are currently being used. We would also appreciate receiving other reports or papers which you have, or lists of those you know of which would be useful in our study.

The Council will be glad to reimburse you for any charges which this material may entail.

Sincerely yours,

Helen Bridgman

HB:EE

SRC- Housing Study

Dear Mr. Mitchell,

So we start all over again. After thinking it over, I've decided to leave for Washingt n tonight and dig right in on the data they have there. I have an idea that they have alr ady figured out the median values for all houses in the states and poss bly they've a count breakdown collecting dust in one of the Census Bureaus files. Getting this correctly with the mat rial that I have in the publ shed figures will be one devil of a job, and when it comes to statistics, I'm always delighted to use someone elses calculations.

I ought to be able to get the data that th Census bureau has in two days; I've made out schedules which will give us the figures which are comparable to the 1940 ones we have. However, I'm going to exhaust what they have and it may take longer. May I call you on Tuesday evening at your home, station to station? By then I'll have an idea of how much revision our text will need and we can plan the next steps accordingly. I shall reverse the charges on the phone call and if you are not at home, your family can refuse to accept it. - in that case I'll call person to person at the office on Wednesday.

If you could have a carbon of our p esent manuscript sent to me at Hampton it might save some time later in the week, although I rather suspect that all this will mean a trip back to Atlanta before its completed.

My sympathies to Flemming - he'll have ano her rewrite job on his hands, I'm afraid, although I'll do everything I can to make the revsions readible. My best to everyone in th office, too.

Sincerely,

Helen

Hampton Institute
November 30, 1 47.

Memo

SRC-Housing Study

April 27, 1948

TO: Dr. Mitchell

From: Gay Morenus

I have not been able to find the letter to George Hamilton on rural housing, or any relevant material. I'm sorry.

Will the attached help?

The Southern Regional Council, Inc.

63 Auburn Avenue, N. E.

ATLANTA, GA.

The Farmers Home Administration Act of 1946 made possible at least a limited solution to the important problem of rural housing. The Act includes authorization to make and insure loans to tenant farmers, sharecroppers, farm laborers and owners of inadequate or underimproved acreages for the purpose of purchasing, improving, or enlarging such farms.

During the 1947 fiscal year, the Farmers Home Administration loaned a total of $43,420,698 for such real estate purchase or improvement purposes to 5,807 families. Of these loans, $5,071,712---11.6%---was used to construct new dwellings, or to repair or modernize existing dwellings. Most of it---$2,931,888 was used to construct new dwellings.

An additional 8.9% of the total loaned, roughly $3.8 millions, was used to construct or repair other farm buildings.

Most of this housing activity was in the southern states, where the need was most acute. In the reclamation areas of the West, too, considerable work is now in progress with agency credit. Families who settled on these reclamation projects own their land but many of them are living in temporary housing---usually tarpaper shacks of one or two rooms. Agency credit is making permanent housing possible for many of these families.

For decades there has been a growing realization of the importance of such construction to the health, and the social and material well-being of the families; but for the most part inadequate housing has always been associated in the public mind with city dwellings.

Yet rural farm dwellings in general are inferior to those of urban families!

This fact was rather plainly revealed by a depression-years tenancy survey out of which grew the Bankhead-Jones Farm Tenant Act of 1937. This Act established a system whereby tenants unable to obtain credit from private

sources could turn to the government for funds needed to buy family-type farms of their own. During the ten years this law has been in effect, approximately 48,000 farm families have found a ladder up which they could climb from tenancy to the ownership of their own adequately improved farm.

The Farmers Home Administration Act of 1946 amends and broadens the scope of this earlier Bankhead-Jones Farm Tenant Act. It provides a means--through the insured mortgage features of the Act--for private credit sources to participate in this program with the safety of a government guarantee for their loan. It makes it possible for disabled veterans to purchase farms, previously impossible in the existing legislation. It includes provisions for the development of unimproved or underimproved units much broader than previous legislation.

In addition to these credit services to farm families, the Farmers Home Administration and its predecessor agencies have been able to offer many additional services which have proved valuable to the recipients. It has helped the farmer--and especially the farm wife--solve home management problems by in-the-home instruction by qualified home management specialists. These women showed the farm wife how to "make over or make do" so that their homes could be adequately, cleanly, and becomingly furnished. They taught borrower-families ways to preserve or lengthen the life of existing improvements, and how to pay for needed improvements from increased farm income. They taught the families simple farm record keeping, so that it became possible to budget necessary expenses for home repair or improvement.

In its earlier years of operations, much experimentation was done in the field of low-cost housing; so that borrowers could be helpfully advised

on the best and most-easily-budgeted methods of repairing their farm improvements or of replacing them. This included work with rammed earth, adobe, cotton, steel and masonry houses, and with precutting and prefabricating methods of construction.

To understand the work which the Farmers Home Administration is now doing in the housing field, and the work of its predecessor agencies, it is important first to see the problem of rural poverty and the need for elimination of rural slum areas.

A recent report prepared by the Interbureau Committee on Post-War Programs states that "An important reason for inadequate farm housing has been the lack of sufficient remunerative employment to pay for better structures." The 1945 census of agriculture shows that half the farmers of the Nation earned gross incomes of less than $1,500 per year during 1944--- a war year of high prices for farm products. Their net income after paying operating expenses, was obviously much lower and left very limited funds for family living expenses and for making capital improvements on their land.

The previously cited Interbureau report states that "In general the quality of farm housing corresponds with the capacity of the farm or combination of farm and off-farm employment to support the dwelling. Of 5,760,000 farm operator dwellings on farms in 1940, approximately one-third could be classified as 'Acceptable', another third as 'Repairable', and the final third as 'Non-Repairable'.....In the case of 3,200,000 farms where income would not finance acceptable housing, more than a million and a half of the farm homes in the group were reported as non-repairable."

These figures were based on material from the 1940 census, and indicate problems present at that time. They are probably even more significant today. There was little or no new construction or major repairs during the war years. Since that time, materials have contined to be expensive, difficult to obtain, or of poor quality. Labor to make necessary repairs or do construction work has been almost non-existent, or too expensive for the farm families who need it most. In the seven years 1940-1946, existing housing continued to deteriorate without replacement or repair in proportion to the deterioration. There was, however, a compensating reduction in farm population as farm youth entered the armed forces and their families moved to the cities for war jobs. In the postwar period, however, many of these families returned to the farm, only to find rural housing the big problem it was at the time of their leaving.

What tools are available to solve this problem of rural housing? For the city dweller, the Federal Housing Administration is doing an excellent job, but it is unable to operate in most rural areas. While private credit was available to the well-do-do farmer, there was very little existing legislation which would help the low-income farm family---the group which needed assistance most. The Federal Public Housing Authority was authorised to do some rural housing construction, but has operated only a limited program in this field. An estimated 5,000 farm homes have been built or repaired by this agency.

The Extension Service of the Department of Agriculture developed many plans which a farmer could use in building satisfactory dwellings, if he could find the necessary credit. The Farm Credit Administration, through its

Federal Land Banks and Land Bank Commissioner Loans, offered credit to those farmers who had sufficient equity in the land or security of other kinds so that they did not need to finance more than 65%---in the case of Land Bank Commissioner Loans 75%---of the indebtedness.

But in 1937 there was no agency of government which had legislation permitting it to make the 100% loans needed by families whose housing problems demanded most prompt attention.

The Bankhead-Jones Act, passed that year, made a step in the right direction when it offered tenant farmers, sharecroppers, and farm laborers an opportunity to get 100% loans to buy family-type farms. Funds could be included in such loans to make necessary improvements to either the land or the structures on it so that the dwellings met certain minimum standards. These standards included:

1. The house should be located on a farm providing an effective employment opportunity which, in terms of normal wages and prices, is capable of supporting at least a satisfactory standard of living while repaying the loan.
2. The site will be well-drained and suitably located in relation to the farm buildings. Where roads are not surfaced, the site should be beyond the dustline.
3. There will be available a supply of good water at all times. Wells, springs, cisterns, plumbing, septic tanks, chimneys, heating installations and construction in general will comply with sanitary and safety standards.
4. The roof to be tight to water at all seasons, floors tight and so finished as to permit easy cleaning. Walls tight and constructed for comfortable

year-round temperature. Inner walls and ceilings of materials which will reflect a reasonable amount of light, deaden some noise to insure privacy, and be capable of cleaning. Ceiling height not less than seven foot, four inches.

5. Windows screened.

6. Sufficient storage space for family needs.

Using these minimum standards, farms purchased under the tenant-purchase program frequently required major renovation or complete rebuilding; and until materials became too scarce in the war years, funds were included in the loan to permit such needed construction.

Agency procedure determined that funds should not be included in Farm Ownership loans to repair old dilapidated structures which would be short-lived and unsatisfactory if they were repaired. Such structures should be demolished. Suitable new structures should be built if they are needed and essential to the successful operation of the farm. On the other hand, structures of value and potential usefulness should not be destroyed, but should be repaired.

This frequently posed a new question, however, since the legislation in existence at that time made it impossible to loan a borrower for the combined purchase of farm and necessary repair to buildings and land more than the average value of all farms thirty acres or more in the county. In many counties this loan limitation meant that a family could borrow only a few thousand dollars---it was actually as low as $1,000 in some southern counties---for farm purchase plus improvements. In many counties the program was entirely inoperative because of this loan limitation figure.

Despite these limitations, the agency loaned, prior to the passage of the Farmers Home Administration Act, almost $260 million dollars, to approxi-

mately 41,000 families. While a major portion of this was for the purchase of farms, it included a sizable amount for actual construction or repair of dwellings.

The actual amount spent on such improvements might have been much higher except for the war. During 1940-46, the agency earmarked funds for necessary improvements; but this money was not spent while materials were so scarce or needed for vital war purposes. Today the agency is recommending to all borrowers that funds for construction be used within 15 months after closing the loan.

With the passage of the Farmers Home Administration Act in 1946, the war-decimated housing activity of the agency was given a transfusion which resulted in the previously mentioned $5 million dwelling construction.

Specifically, under the Act as now written, the Farmers Home Administration may:

1. Make loans to purchase and improve farms. Under this provision persons who do not own their own farms and do not have credit available to finance such purchases or improvements, may borrow up to 100% of the amount needed for such purchases or improvements. These are direct government loans, repayable at 3½% interest on a variable payment plan geared to farm income, and allowing a maximum of forty years for complete amortization. All such loans must be to purchase or improve farms which, as purchased or improved, constitute an efficient family-type unit capable of supplying full employment for the operator and producing sufficient income to repay the loan while providing an adequate level of family living.

2. Make loans to purchase additional land needed to enlarge an uneconomic unit into a family-type farm. Owners whose farms are too small to qualify

as a family-type unit may obtain funds to permit them to purchase additional acreage which will bring their holdings up to an efficient level.

3. Make loans to develop underimproved farms. An owner whose farm is inefficient because it lacks needed improvements may obtain loans for their construction, repair, or replacement. Similar loans may also be made for soil improvements, fencing, and terracing.

In all three types of loans, both the applicant and the farm he desires to purchase, improve or develop must be approved by a committee of three local persons, at least two of them farmers. All loans must be at or lower than the average value of all efficient family-type farm units in the county. This change from all units thirty acres or more to all efficient units has now made it possible to make loans in most counties, and the minimum price limitation in effect anywhere in the country is now $4,500.

In all three types of loans, funds may be included for either construction or repair of the family dwelling to meet satisfactory requirements of health, safety, and convenience. All farms must be ones which, when purchased, improved, or developed, will 'appraise out' on the basis of long-time prices and normal earning capacities. Veterans have preference for all loans.

The Act also added one further feature not previously included in rural credit legislation. For the first time, a place for private credit has been found in the government's agricultural credit set-up. Loans made by private lenders which do not exceed 90% of the investment in the farm will be insured by the Farmers Home Administration. Because of this safety factor, and because the Farmers Home Administration does all the servicing on such loans, private lenders may reasonably be expected to accept this type of credit as

readily as they do the Federal Housing credit available to city dwellers. Lenders receive 2½% interest on their investment, but the borrower pays 3½%. The difference goes to the agency for payment of insurance costs and servicing fees.

Despite the authorization carried in the Farmers Home Administration Act, applicants should not expect a major housing program by the Farmers Home in our rural areas during fiscal 1948. While the authorization for direct loans is $50 million, appropriations for the coming year are less than a third of that amount. It is estimated that the actual appropriation of $15 million will permit Farmers Home to make approximately 3,500 loans; but there were 55,000 applications for such services on hand at the end of the fiscal year. Authorization for insuring of privately-made loans was set in the Act as $100,000,000 in any one year; but the actual number made will depend entirely upon the degree to which private credit circles accept this new farm financing; and it is expected that during the first year or so, only a pilot program will be carried on. The first loan under the Insured Mortgage feature of the FHA Act was made in Americus, Georgia on October 3, 1947.

To help borrowers repay Farmers Home loans, no matter whether direct government credit or insured mortgages on loans made by private lenders, the agency supplies on-the-farm guidance in farm and home management where needed. It has skilled farm and home management field staffs who visit families periodically, help them plan their operations, and provide any technical assistance needed.

At least partially because of this on-the-farm assistance, borrowers are repaying their loans far ahead of schedule. Of the 47 thousand families who have borrowed to date, 16% have already repaid in full loans which had thirty or more years yet to mature. All borrowers still on the program have paid 156% of the scheduled repayment based on a forty-year amortization period.

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SRC - Housing ~~Pamphlet~~ Study

May 12, 1948

TO: Mrs. Agnes McKoy

Professor Ira deA. Reid of Atlanta University yesterday ordered twenty-five copies of "Housing in The South." for the use of the Department of Sociology, Atlanta University, and requested that the Department be billed for these pamphlets.

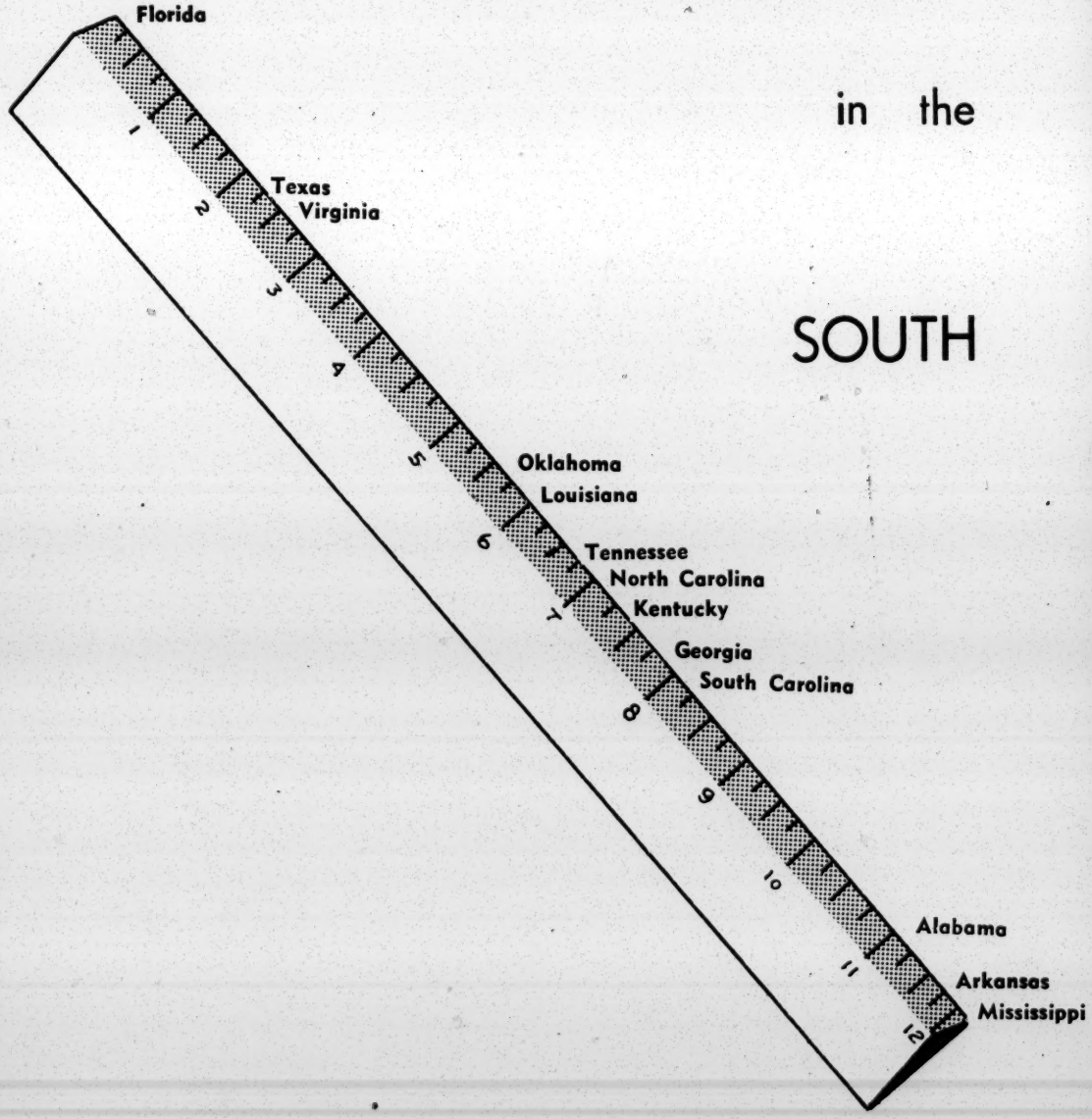
I set him a special price of ten cents a copy.

Please get these twenty-five copies mailed over promptly and send bill. The statement or bill might include such language as "as ordered by Professor Ira deA. Reid, May 11, 1948."

HOUSING

in the

SOUTH



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FRONTIER

These Were the Facts About Southern Housing in 1940—

Out of ten and a half million Southern families, seven million lived in houses that did not meet minimum standards of comfort, safety, and health . . .

Not one of the thirteen Southern States measured up to the rest of the nation in adequacy of housing . . .

In Alabama, Arkansas, and Mississippi, 70 per cent of the families carried water from wells or springs, 74 per cent used outdoor privies, and 34 per cent needed major repairs on their homes . . .

Half the farm houses and one-fourth of the urban houses in the South were overcrowded.

560,000 farm houses and 150,000 non-farm houses had no toilets or privies of any kind . . .

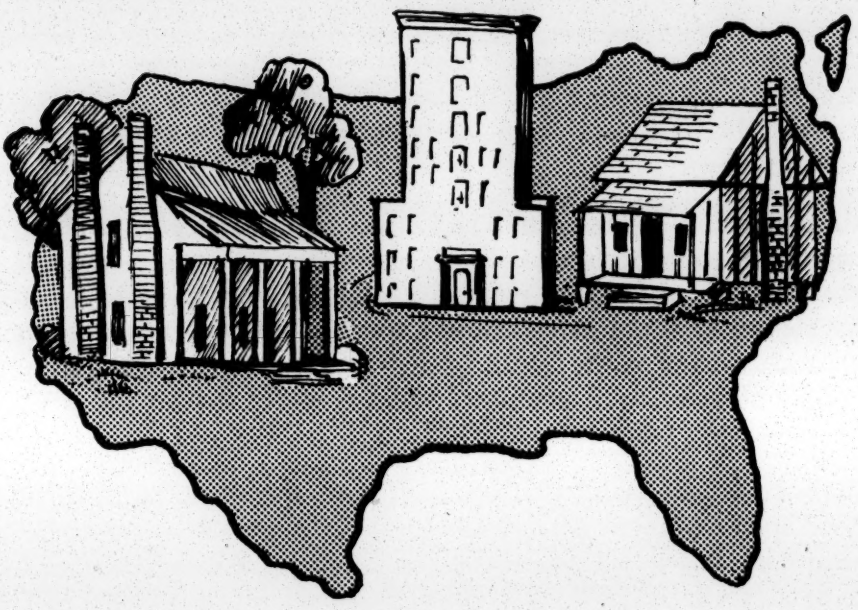
2,000,000 farm houses were valued at less than $500 — the minimum figure set by the Department of Agriculture for a livable dwelling . . .

16 per cent of urban houses lacked running water, 23 per cent lacked flush toilets, and 17 per cent were so shabbily constructed that they were dangerous to live in . . .

76 per cent of non-farm houses fell below minimum standards in one or more respects and 56 per cent were valued at less than $1500 . . .

More than twice as many Negro-occupied as white-occupied houses fell below standard . . .

The median value of Negro-owned houses was only one-fourth that of houses owned by whites . . .



Housing in the South

BEFORE World War II, ten and a half million families lived in the South. More than seven million of these families lived in houses that did not meet minimum standards of comfort, health, and safety. Every section of the United States had its share of poor housing, but the South's record was the worst. In the rest of the Nation, one out of every three houses fell short of minimum standards; in the South, two out of every three.

That was the situation in 1940, as shown by the Bureau of the Census reports for that year. More recent figures are limited to general samplings conducted by the Census in various parts of the country. Although the results of these samplings must be regarded as estimates rather than exact data, they give us useful indications of the changes that have occurred since 1940. For example, we learn from the 1947 reports that the average family today lives in a slightly better house than in 1940. But we also find that the improvement is relatively small and that the South's housing has not improved as rapidly as that in the rest of the Nation. In fact, the South lags farther behind today than it did in 1940.

By comparing the 1940 figures for the Southern States with each other and with the rest of the Nation—supplementing whenever possible with 1947 figures—we can get a pretty good idea of our region's housing today.

Housing has improved least since 1940 in the South's cities and towns. The mass movement of population from the farms to the cities during the war, the shortage of construction materials, high building costs—all these factors have contributed to overcrowding and the growth of city slums.

Rural housing, on the other hand, has improved considerably. For the first time in years farmers have had money to spend on repairs and improvements, and rural electrification has moved ahead rapidly. Encouraging as these gains are, we must again take note of the fact that rural housing in the South has not kept pace with that in the rest of the country; today it compares less favorably than it did seven, or even seventeen years ago.

Every state has its good houses and its shabby ones. Some Southern States ranked higher than others in 1940, but none of them reached the national average. The median, or typical, house in the Nation as a whole was worth $2,377; the typical Southern house was worth $1250. Florida, Texas, and Virginia were the Southern States with the largest percentage of adequate houses. Yet even in those three States as many as 22 per cent of the houses needed major repairs, 35 per cent had no running water, and 35 per cent had no electricity. Alabama, Mississippi, and Arkansas had the poorest housing in the United States. In those States, 70 per cent of the families carried water from wells or springs, 74 per cent used outdoor privies, and 34 per cent lived in houses which needed major repairs.

What are the standards for decent housing? In general, there are two yardsticks by which we can measure the adequacy of a house: (1) a checklist of essential features, and (2) the cash value.

SUB-STANDARD HOUSES IN SOUTHERN STATES: 1940

	% Needing Repairs	% Lacking Running Water	% Lacking Electricity	% Overcrowded
SOUTH	27	54	46	33
REST OF U. S.	14	19	11	15
Alabama	37	66	57	41
Arkansas	39	69	77	38
Florida	20	28	33	25
Georgia	28	60	53	36
Kentucky	29	53	48	33
Louisiana	24	53	51	35
Mississippi	34	75	73	41
North Carolina	31	52	46	36
Oklahoma	35	51	45	35
South Carolina	23	56	54	40
Tennessee	30	59	49	35
Texas	23	43	41	32
Virgina	23	49	39	27

According to the checklist we shall use, a house meets minimum standards if it has:

(1) a structure which is not in need of major repair work;

(2) an ample supply of safe water, piped into the house if it is in a town or city, or within 50 feet of the house on a farm:

(3) a flush toilet in a town or city, and on a farm an outside privy properly kept;

(4) electricity;

(5) as many rooms as people living in it.

Many other requirements might be listed, of course, but these five make up a broad general test of the adequacy of any house. All five of them are included in the minimum housing standards established by the Department of Agriculture and by the U. S. Housing Authority, and all five were used by the Bureau of the Census in its 1940 survey.

The cash value of houses — also based on Census figures — is an even more general measurement. It is extremely useful in comparisons, since it reflects not merely a few but all of the important features of a house. Especially in the lower price range, if one house is worth more than another it is because it is more livable.

How much are our houses worth? In what ways is our housing inadequate? Where do the worst and the best housing exist? Using our two yardsticks, let us see if we can answer these questions about housing in the South.

Farm Housing

EVERYWHERE in the country rural housing is well below the level of city housing. In 1940 only 4 per cent of the farm homes in the United States met minimum standards for city living. A house in the city was worth, on the average, more than twice as much as a farm house.[1]

What does this mean with respect to Southern housing? It explains, in part, why the South falls so far short of the national average. In 1940, 60 per cent of all Southern families lived on farms or in rural communities. One out of three houses in the South was a farm house, as against one out of seven in the rest of the Nation.[2] What is more, twice as many farm houses outside the South were structurally sound and had running water and inside toilets.

Let's apply our first yardstick, cash value, to the South's rural housing. We can see just how little the average Southern farm house is worth if we look at the analysis of Census data made by the Department of Agriculture. In that analysis, permanent farm homes were grouped into three classes: those which were acceptable as they

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[1]This comparison is not a wholly accurate reflection of differences in the quality of housing. The Census values for urban dwellings include the value of the land, whereas the Census values for farm dwellings do not.

[2]The Census figures include only those rural houses classified as "permanent farm homes." The figures do not take into account buildings that are used to house temporary, or seasonal, farm laborers. No attempt has been made to measure the living conditions of this group.

stood, valued at $1000 or more; those which needed considerable repairs or improvements, valued at $500 to $1000; and those which were so small or so dilapidated that they should be replaced entirely, valued at less than $500. We find that in 1940[3] the median value of a Southern farm house was about $443.

Using our second measure—the five factors essential to adequate housing — let's look at the chief shortcomings in farm housing.

In 1940 two out of five farm homes in the South needed major repairs to make them fit for safe and comfortable living. Their foundations were unsound, their walls were flimsy, or their roofs leaked. In 1941 over 80 per cent of the country's farmers made no repairs on their homes. The 20 per cent who did spent an average of only $11 for materials. Where per capita income was $250 or less, as was the case for a majority of Southern farmers, not quite two dollars per family was spent on house repairs. This continued a trend that began early in the 'thirties. Between 1930 and 1940 the value of farm homes decreased almost 20 per cent. As a result of the depression, many buildings were kept in use long after they should have been replaced. Only since the war has any appreciable amount of new construction taken place. Estimates for 1947 show that the average farm house has undergone considerable repairs and is probably in better condition than it has been at any time in the past twenty-five years. Between 1940 and 1947 the number of houses needing repairs was reduced by 40 per cent in the South and by 48 per cent in the rest of the Nation.

Although we usually associate overcrowding with city slums, the Census figures show that in 1940 there were more persons than rooms in almost half the farm homes in the region. Overcrowding on Southern farms was twice as great as on farms in the rest of the Nation. One in every six families lived under extremely crowded conditions —

[3]There are no figures on farm housing values more recent than 1940.

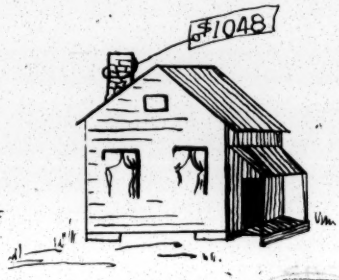
IMPROVEMENTS IN FARM HOUSING, 1940-1947

	Number in 1940	Number in 1947	Per Cent Improvement
Houses Lacking Inside Water Supply			
South	**3,400,000**	**2,800,000**	**16**
Rest of U. S.	**2,600,000**	**1,500,000**	**43**
Houses Lacking Inside Toilet Facilities			
South	**3,600,000**	**3,010,000**	**16**
Rest of U. S.	**3,024,000**	**2,100,000**	**35**
Houses Needing Major Repairs			
South	**1,440,000**	**886,000**	**40**
Rest of U. S.	**1,030,000**	**549,000**	**48**

MEDIAN VALUE OF FARM HOMES: 1940

weighted

SOUTH



REST OF U. S.

466

Virginia		998
Texas		972
Florida		533
North Carolina		523
Oklahoma		497
Kentucky		456
Georgia		390
South Carolina		383
Louisiana		367
Arkansas		363
Alabama		349
Mississippi	633	285
	13 | 8228	13 | 5502	13 | 6066

443

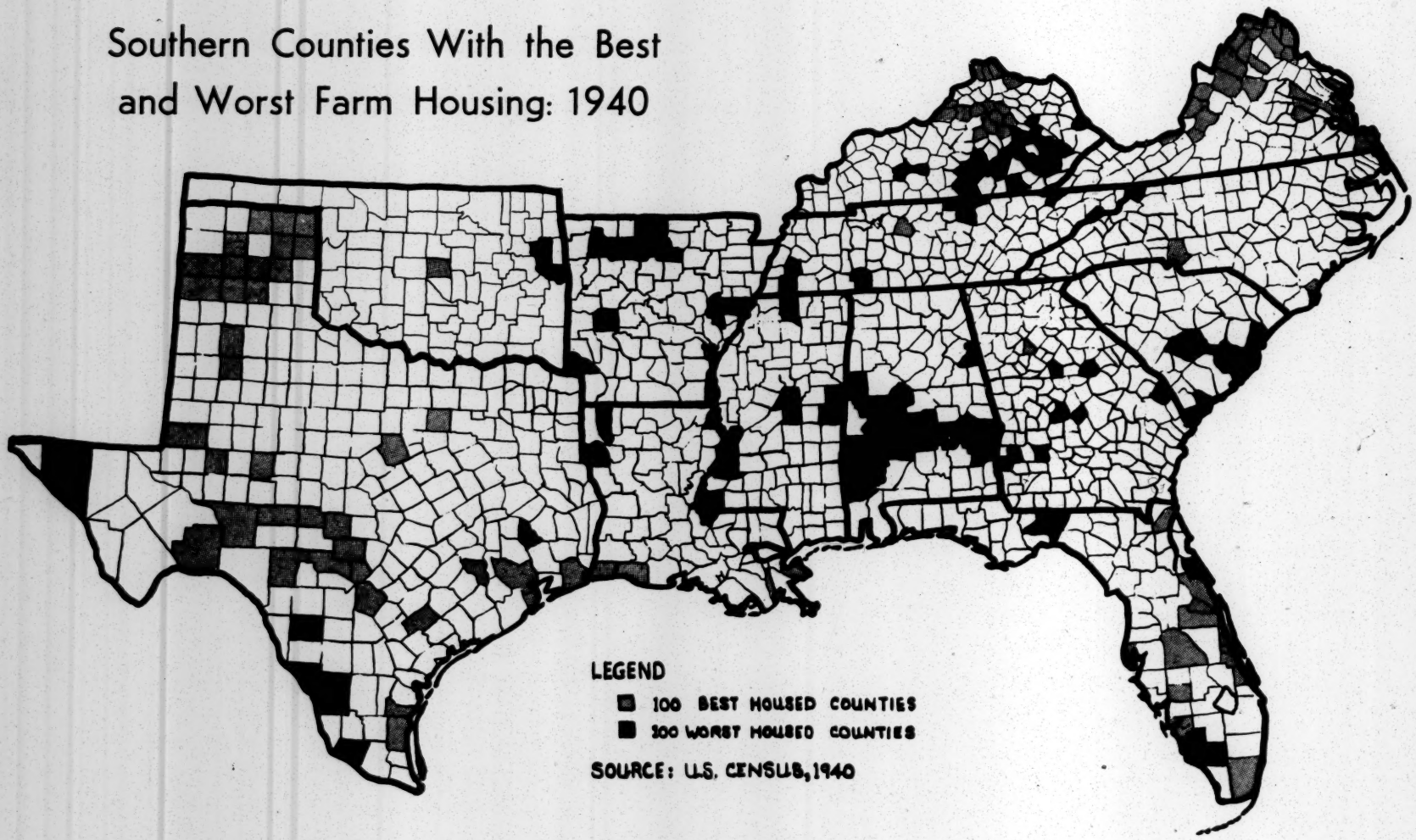
Tennessee

more than 1.5 persons per room. In Mississippi, Arkansas, Alabama, and Georgia, this intense overcrowding was found in one farm house out of four.

The fact that many people left the farms during the war to enter the Services or to do war work eased this situation to some extent. A spot field study indicated that conditions improved about 25 per cent between 1940 and 1944. But since the end of the war, a considerable number of persons have returned to the farms and overcrowding is once more a serious problem.

In 1940 nine out of ten Southern farms depended on springs or open wells for their water supply. On one farm out of every four the well or spring was more than fifty feet from the house. There is no way of knowing exactly how many of these sources of water were contaminated, but we can get some idea from studies that have been made during the past few years. In a recent survey in selected counties of Georgia, Virginia, and Kentucky, the Department of Agriculture found 94 per cent of the wells they investigated either improperly covered or not covered at all. The North Carolina Department of Health in 1944 discovered a high percentage of pollution in a survey of water supply on farms throughout that State. In one county, for example, 96 per cent of the water tested contained harmful bacteria.

Southern Counties With the Best and Worst Farm Housing: 1940



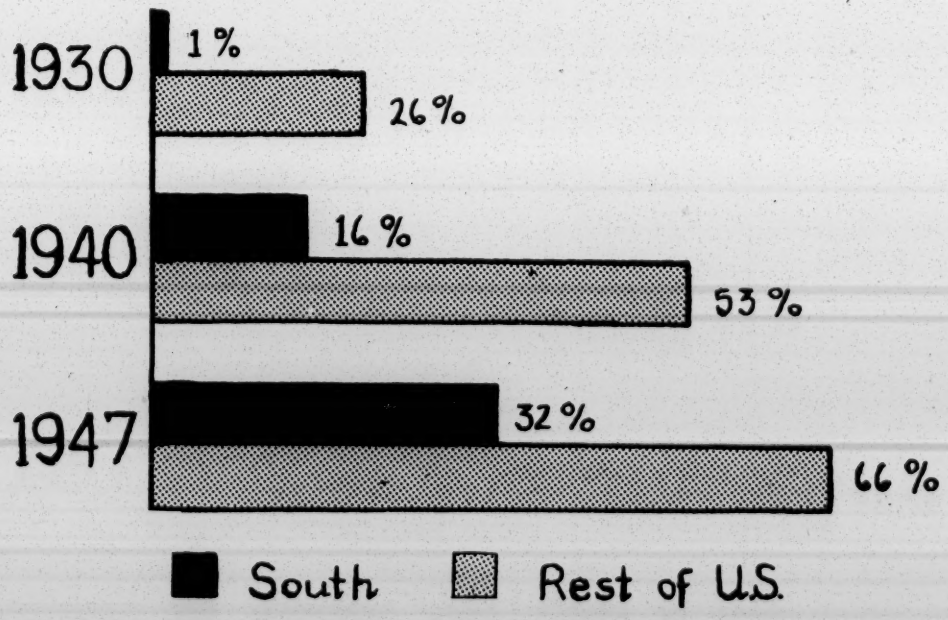
See Appendix, page 19, for names of counties indicated.

The 1940 Census found widespread lack of sanitation in sewage disposal. We have already seen that only 4 per cent of Southern farm houses had running water and flush toilets in 1940. Another 4 per cent, which did not have running water, had toilets emptying into septic tanks or cesspools. In some cases, the cesspools drained directly into open streams. 80 per cent of the farm houses in the South had outside privies, and 15 per cent, a total of about 583,000, were reported as having no toilet facilities at all. In Tennessee, South Carolina, North Carolina, Mississippi, and Alabama, 20 per cent of the farmhouses were without toilets or privies of any kind.

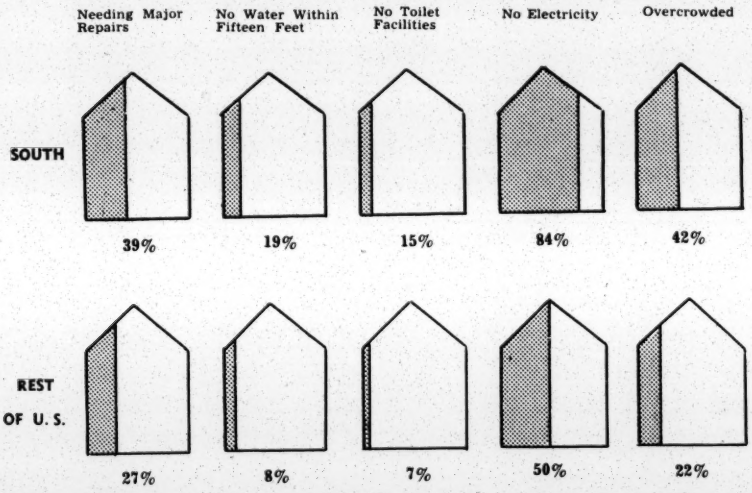
Between 1940 and 1947 an estimated one million farm dwellings in the South either had water piped into the house or had flush toilets installed. This represented an increase of 16 per cent over the seven year period. In other parts of the Nation, the increase in the number of houses with these facilities was about three times as great.

The number of farms having electricity increased four times between 1930 and 1940. Yet in 1940 only one Southern farmer out of every six had power lines connected to his house. Since that time, rural electrification has reached a great many Southern farms. Between 1940 and 1945 there was a gain of 100 per cent in the South in the number of rural houses served by power lines. In Arkansas the percentage increased from 8 per cent in 1940 to 21 per cent in 1945; in Louisiana, from 10 per cent to 24 per cent; and in Alabama, from 13 per cent to 29 per cent. It was estimated in 1947 that one-third of the

FARM ELECTRIFICATION: 1930 - 1947



FARM HOUSING CONDITIONS: 1940



farm families in the region now have electricity. This steady increase in electrification is the most encouraging aspect of Southern housing today.

Both of our yardsticks have been used to determine those counties in the region which have the best and worst farm housing. In 1940 there were one hundred Southern counties in which more than 40 per cent of the farm dwellings were in need of major repairs, 20 per cent or more had no water supply, 20 per cent were one and two room shacks, and 50 to 90 per cent were worth less than $300. Most of these counties were found in the deep South; Alabama, Arkansas, and Mississippi combined had forty out of these 100 lowest ranking counties. Other such poorly housed counties were found along the coast of South Carolina, in the Oklahoma Ozark region, and along the Southern border of Texas. A large portion of bad housing is also concentrated in the mountain regions of Kentucky and Tennessee.

There are few areas in the South where farm housing is generally good. Even the 100 best housed areas included counties in which 15 per cent of the houses had two rooms or less, 80 per cent had no inside water supply, 40 per cent needed major repairs, and 50 per cent were worth $900 — a hundred dollars less than the value considered minimum for adequate housing. The only areas where acceptable farm homes are found in any large numbers in the South are the Kentucky Bluegrass, the Shenandoah Valley of Virginia, and northern Texas. Scattered counties in the Florida fruit country and in the Texas oil areas also show a somewhat higher level of living conditions than the South as a whole.

In all the States some of the worst housed counties border some of the best housed. Those counties which are near large cities like Atlanta, San Antonio, Nashville, and New Orleans have a better housed farm population — as well as a much smaller one -- than more rural counties. Their location, near city markets and within reach of modern conveniences, raises living standards and the value of homes.

We shall not go into all the possible explanations for the South's poor farm housing, but one significant fact stands out: tenancy and bad housing go hand in hand.

In the country as a whole the median value of owner-occupied farm houses was about $2,938 in 1940, while the median value for tenant-occupied houses was $2,141.[1] In the South the difference was even greater; owner-occupied dwellings were valued at $1970 and tenant-occupied dwellings at $1150. The comparison was most striking of all in the rural South. For the entire region, tenant houses were worth about 54 per cent as much as those occupied by their owners. But on the cotton farms in those parts of the deep South where tenancy was highest, a difference of 500 per cent was not unusual. South Carolina, Georgia, Alabama, and Mississippi each had twice as many farm tenants as any other Southern State. On the cotton farms of those States, 75 per cent of the houses were occupied by tenants. It is here that the worst housing in the South was found.

[1]Value of tenant-occupied houses was computed by multiplying the monthly rent by 120. This is the method used by most real estate boards and by the Public Housing Administration.

2938 2569 1189 1815

non-weighted weighted

443 — 54% 633 (54% doesn't apply) 423

(54% does apply)

Non-Farm Housing

IN THE PAST fifteen years, the number of Southern families living in urban areas — defined by the Census as incorporated communities with a population of 2,500 or more — has increased sharply. In 1930 about 30 per cent of the South's dwellings were in urban areas; by 1940 40 per cent were in urban areas; and by 1947 the figure had jumped to 45 per cent.[5]

The South still has relatively few metropolitan areas, and most of these have kept something of the housing pattern of the rural community. Urban houses, even in large cities like Birmingham, Atlanta, New Orleans, and Memphis, are mostly single-family homes with one story, three or four rooms, and a backyard.

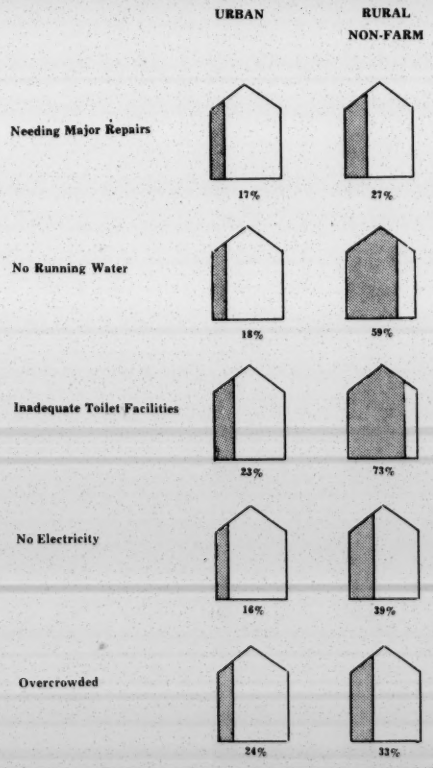
Let us see what our urban houses were worth before the war. In 1939 the United States Housing Authority studied residential values throughout the Nation. Taking into account differences in the cost of labor and land, the Authority set $1500 as the minimum value of an adequate urban dwelling in the South. According to our 1940 figures, 3,500,000 or 56 per cent, of the houses in cities, towns and villages of the region were worth less than $1500. The typical house was worth $1365 — over three times the value of a farm house, but only about half what a non-farm house in the rest of the Nation was worth in the same year.

[5]By "urban dwelling" is meant any separate living unit which may be occupied by a family.

The actual conditions of urban housing confirmed these low values. Houses in towns and cities are considered below standard if they do not have running water, indoor flush toilets, and electricity. In 1940 almost half the urban houses in the South fell short of these requirements. One out of every six dwellings had no running water, but depended on wells, pumps, or outside faucets for their water supply. 23 per cent had no flush toilets, 16 per cent had no electricity, and 17 per cent were so shabbily constructed that they were dangerous to live in. Estimates seven years later show little actual change in this picture. In 1947 one out of eight families in the urban South still had no running water; 23 per cent still had no inside toilets; and the number of houses in need of major repairs had decreased by only 1.5 per cent.

Before the war twice as great a proportion of urban dwellings in the South fell below standard as in the rest of the country. By 1947 the discrepancy was even greater Figures for urban housing in other parts of the Nation show a decrease of 45 per cent in the number of city dwellings needing major repairs; dwellings lacking toilet facilities have decreased 28 per cent; and the percentage of dwellings without electricity has been reduced to less than .5 per cent.

NON-FARM HOUSING CONDITIONS: 1940



IMPROVEMENTS IN URBAN HOUSING, 1940-1947

	Number in 1940	Number in 1947	Per Cent Improvement
Houses Lacking Inside Water Supply			
South	726,000	664,000	10
Rest of U. S.	681,000	427,000	22
Houses Lacking Inside Toilets			
South	1,739,000	1,540,000	11
Rest of U. S.	2,665,000	2,364,000	28
Houses Needing Major Repairs			
South	672,000	662,000	2
Rest of U. S.	1,625,000	996,000	28

There were more persons than rooms in one out of four urban dwellings in the South in 1940. Overcrowding was worst in those cities with a population of less than 25,000. But even in the largest Southern cities there was more overcrowding than in any other section of the country. In almost all the cities outside the South the proportion of overcrowded houses was less than 5 per cent; but in every Southern city the proportion was greater than 5 per cent, and in all but five cities it was 10 per cent or more. This situation has improved little since 1940. In the large metropolitan centers there has been a drop of from 1 to 3 per cent in the number of extremely congested dwellings. But the increase in one- and two-room living units in these same cities probably means that where overcrowding does exist it is more severe.

The degree of overcrowding varies generally with the degree to which a house is substandard. In 1940 only 3 per cent of the houses in good condition were overcrowded, whereas 41 per cent of the substandard houses had more occupants than rooms. Two out of three of these overcrowded living units rented for less than $15 per month, which was the minimum rental set by USHA for adequate city housing. A study of conditions in Atlanta in 1939 showed that practically none of the houses or dwelling units which rented for $40 or more was overcrowded. Here again, we find that rented houses are in worse condition and are lower in value than owner-occupied houses. Those States with the worst urban housing — Mississippi, Alabama, Arkansas, South Carolina, Georgia, Tennessee, and Louisiana — had uniformly high tenancy rates in their cities.

The largest cities usually have the best housing. It was found in 1940 that cities with a population of 50,000 or more had the smallest proportion of ill-housed residents. Florida, Virginia, and Texas, which have 43 per cent of the Southern cities this size, ranked well above the other Southern States in the quality of urban housing. Yet

MEDIAN VALUE OF NON-FARM HOMES: 1940

South

Rest of U. S.

Virginia	$1,905
Florida	1,741
Oklahoma	1,652
Texas	1,606
Kentucky	1,556
Tennessee	1,433
Louisiana	1,371
North Carolina	1,354
Georgia	1,305
South Carolina	1,234
Alabama	1,117
Arkansas	880
Mississippi	872

even in the large cities of those three States, one out of every twelve families lived in a substandard house.

About one-fourth of the houses in the South are neither on farms nor in incorporated communities and are classified by the Census as rural non-farm. Many of them are located in the suburbs of large cities, many in mill towns, and the rest in open country.

In view of this broad range in location, it is not surprising that rural non-farm housing shows a much wider gap between the worst and the best houses than does either farm or city housing. At one extreme, we find suburban dwellings that equal or surpass urban housing in adequacy. At the other extreme, we find non-farm homes in rural areas that are as poor as the poorest farm houses. The result, as might be expected, is that the average rural non-farm house in the South falls between rural and urban housing in value and general condition.

One out of every four rural non-farm houses was in need of major repairs in 1940, as compared to one in six urban houses and one in three farm houses; 39 per cent were without electricity, as compared to 16 per cent in cities and 84 per cent on farms; and overcrowding was present in 33 per cent — 9 per cent more than in urban areas and 9 per cent less than on farms.

Negro Housing

NEGROES as a group are our poorest housed citizens, both in the South and in the Nation as a whole. In the South, only one Negro family in ten has a home which meets minimum requirements. Over one-third live in homes which need extensive repairs and have no modern improvements whatever.

In 1940[6] the urban houses occupied by Negroes in the South were worth about a third as much as those occupied by white families. 86 per cent of Negro-occupied houses were valued at less than $1500, which the USHA established as the minimum value for an adequate urban house in that year. The lowest in value were those which Negroes had been able to buy. In every Southern State except Alabama and South Carolina, houses rented by Negroes were worth more than those owned by Negroes. And the median value of all Negro-owned homes was one-fourth that of houses owned by whites.

Similarly, houses rented by Negroes were worth about half as much as those rented by whites. A WPA study in 1939 concluded that practically no urban dwelling unit which rented for less than $10 a month came up to reasonable standards. 50 per cent of the Negro tenants in Southern cities paid a rent of less than $6.20, and in none of our thirteen States was the median rental more than $8.50. In three States — Arkansas, Mississippi, and South Carolina — half the non-

[6]The Bureau of the Census has released no comprehensive housing figures broken down by race since 1940.

farm Negro families paid less than $5 rent per month. This is not explained simply by the fact that Negroes in those States were unable to afford a higher rent. While this was undoubtedly true in many cases, the practice in Southern cities of limiting Negro dwellings to certain areas — usually those areas in which housing is poorest — often makes it impossible for Negroes to rent or buy good houses, regardless of their income.

The migration of Negroes to cities in the past fifteen years, and particularly since 1940, has made Negro urban housing, already overcrowded, even more inadequate. While the Negro population of most cities has increased greatly, studies in at least two Southern cities indicate that the sections in which they live have hardly expanded at all. Only in a few cities, such as Orlando and Miami, have new residential areas been made available. Even in 1940 the percentage of Negro families living under crowded conditions was twice as great as the percentage of white families. In 1946 it was found in Atlanta and Mobile that 20 per cent of the Negro population was living more than one person to a room, as compared to 6.5 per cent of the white population.

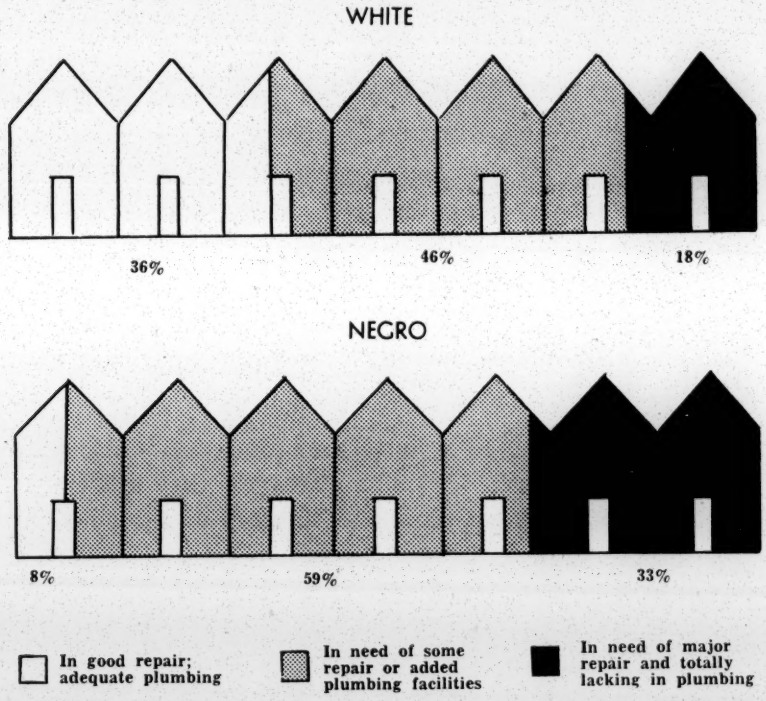
40 per cent of the South's Negroes live in rural areas. Most of them are found in the cotton belt, where, as we have already seen, the housing is the worst in the nation. Half the farmers and farm laborers in Misssisippi and South Carolina are Negroes, and a great deal of the most inadequate farm housing in those States is occupied by Negroes. On the other hand, in those areas where rural housing is more adequate, the proportion of Negro farm occupants is much smaller, largely because of different agricultural conditions. In Texas, Virginia, and Florida — the three Southern States with the best rural

VALUE OF URBAN HOUSES OCCUPIED BY WHITE AND NEGRO FAMILIES: 1940

(Based upon median monthly rent of tenant-occupied dwellings for each state.)

STATES (ranked by white rentals)	RENTAL VALUE White	RENTAL VALUE Negro
Florida	$1,800	$645
Virginia	1,689	849
Louisiana	1,605	639
Texas	1,530	739
Oklahoma	1,336	629
Tennessee	1,247	737
Kentucky	1,215	770
Mississippi	1,192	476
Georgia	1,177	540
North Carolina	1,100	710
Alabama	1,015	548
South Carolina	950	450
Arkansas	913	465

WHITE AND NEGRO HOUSING: 1940



housing — less than one farm occupant in four is a Negro.

We have seen that tenancy and poor housing are often found together. Two-thirds of the Negro farm-operators in the South rent their farms, and in Alabama, Arkansas, Georgia, Mississippi, and Louisiana about 85 per cent are tenants. In 1940 the median value of houses rented by Negro farm tenants was $339 for the entire South; in the cotton country the value was only $300 — or, in other words, three-fifths the worth of a house which came up to the Department of Agriculture's standard for a livable dwelling.

In the past fifteen years an increasing number of Negro farmers have bought their own homes. In Virginia, Oklahoma, and Kentucky over 40 per cent of the Negroes farming are owner-operators. This is a significant trend, but so far many of the farms which Negroes have been able to purchase have been on marginal lands and are worth less than those worked by tenants. The result of long-standing social and economic pressures has been that farm houses owned by Negroes are worth less, on the whole, than houses rented by them. For the whole South the median value for Negro-owned farm houses was $330 in 1940. In the chief cotton-producing States the value was $285.

A Time for Action

WHERE does your community fit into this housing picture? Even if it is among the best, the chances are that it does not measure up to the national average.

Most of the families in your community, as elsewhere in the South, are able to live better today than they did before World War II. In spite of the high cost of living, most of them are earning more money and enjoying a generally higher standard of living. But as we have seen, improvements in housing have not kept pace with other gains. In fact, inadequate housing is now the greatest problem confronting many families.

We are not concerned here with the many possible remedies for poor housing in the South. There is no single easy solution. But any action, to be effective, must have the support of informed and interested citizens.

What can you as a citizen do in your community?

First, learn the facts. Through your city officials and civic groups, you can survey your local housing needs in order to develop a sound basis for action. Next, find out what various remedies have been proposed, and decide which ones your community could best use. Finally, enlist the aid of your newspapers, your local officials, and civic-minded groups and individuals in the drive for better housing.

This is a job that can be done only through united community action. The longer we wait, the more difficult that job will become.

Appendix

THE 100 SOUTHERN COUNTIES WITH THE BEST FARM HOUSING

FLORIDA
- Brevard
- Dade
- Duval
- DeSoto
- Indian River
- Lee
- Orange
- Pinellas
- Polk
- St. Lucie
- Seminole
- Volusia

GEORGIA
- DeKalb

KENTUCKY
- Boone
- Bourbon
- Bracken
- Campbell
- Clark
- Fayette
- Franklin
- Jefferson
- Jessamine
- Kenton
- Mercer
- Oldham
- Shelby
- Woodford
- Scott

LOUISIANA
- Cameron
- Jefferson
- St. Bernard

NORTH CAROLINA
- Mecklenberg
- New Hanover

OKLAHOMA
- Oklahoma

TENNESSEE
- Davidson

TEXAS
- Andrews
- Armstrong
- Austin
- Bexar
- Carson
- Crockett
- Deaf Smith
- De Witt
- Edwards
- Erath
- Galveston
- Gillesipie
- Gray
- Hale
- Hansford
- Harris
- Hemphill
- Jefferson
- Kendall
- Kenedy
- Kerr
- Kleberg
- Lipscomb
- Lubbock
- Mason
- Menard
- Midland
- Moore
- Ochiltree
- Oldham
- Potter
- Randall
- Roberts
- Schleicher
- Sterling
- Tarrant
- Terrell

VIRGINIA
- Albemarle
- Allegheny
- Augusta
- Bath
- Botetourt
- Chesterfield
- Clarke
- Elizabeth City
- Fairfax
- Fauquier
- Frederick
- Giles
- Hanover
- Henrico
- Lancaster
- Loudon
- Madison
- Norfolk
- Page
- Prince William
- Princess Anne
- Roanoke
- Rockingham
- Shenandoah
- Stafford
- Warren
- Warwick
- York

THE 100 SOUTHERN COUNTIES WITH THE WORST FARM HOUSING

ALABAMA
- Autauga
- Barbour
- Bibb
- Bullock
- Choctaw
- Clarke
- Cleburne
- Dallas
- Greene
- Hale
- Lowndes
- Macon
- Marengo
- Montgomery
- Perry
- Pickens
- Russell
- Washington
- Wilcox

ARKANSAS
- Baxter
- Chicot
- Desha
- Lee
- Little River
- Madison
- Marion
- Monroe
- Montgomery
- Newton
- Searcy
- Stone

FLORIDA
- Collier
- Flagler

Jefferson
Leon

GEORGIA
Baker
Bleckley
Clay
Hancock
Houston
Jasper
Lee
Randolph
Screven

KENTUCKY
Adair
Breathitt
Butler
Casey
Clay
Clinton
Cumberland
Edmonson
Estill
Jackson
Knott
Lee
Leslie
Martin
Menifée
Perry
Pulaski
Rockcastle
Russell
Whitley
Wolfe

LOUISIANA
Bossier
East Carroll
De Soto
West Feliciana

MISSISSIPPI
Attala
Claiborne
Jefferson
Kemper
Leake
Marshall
Noxubee
Warren
Wilkinson

NORTH CAROLINA
Ashe

OKLAHOMA
Cherokee
Sequoyah

SOUTH CAROLINA
Beaufort
Berkeley
Calhoun
Charleston
Georgetown
Orangeburg

TENNESSEE
Clay
Fayette
Hancock
Haywood
Overton
Pickett
Unicoi
Wayne

TEXAS
Hudspeth
San Jacinto
Starr
Webb
Zavala

AVERAGE RANK OF THE SOUTHERN STATES IN HOUSING

The ranking of the thirteen Southern States shown on the cover was obtained by the following method: The States were first ranked in five categories — (1) percentage of houses in good repair; (2) percentage of houses with satisfactory water supply; (3) percentage of houses with adequate toilet facilities; (4) percentage of houses with electricity; and (5) percentage of houses free from overcrowding.

The five ranks thus arrived at for each State were totalled and divided by five to obtain the average rank: Florida, 1; Texas, 2.6; Virginia, 2.6; Oklahoma, 5.8; Louisiana, 6; Tennessee, 7; North Carolina, 7; Kentucky, 7.6; Georgia, 8; South Carolina, 8.2; Alabama, 11.2; Arkansas, 11.8; Mississippi, 11.8.

Detailed figures can be had in mimeographed form from the Southern Regional Council.

Housing in the South **was prepared by Helen Bridgman, research assistant for the Southern Regional Council.**

New South

FORMERLY THE SOUTHERN FRONTIER

Special Number

NEW SOUTH

Published by

SOUTHERN REGIONAL COUNCIL
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

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P. B. Young ..... *Vice-President*
Guy B. Johnson ..... *Vice-President*
Carter Wesley ..... *Vice-President*
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George S. Mitchell ... *Executive Director*
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ATLANTA, GEORGIA, APRIL, 1948

To attain through research and action programs the ideals and practices of equal opportunity for all peoples in the region.

greater and more equal opportunities for all peoples in the region.

The New York Times

MONDAY, MAY 17, 1948

HOUSING IN SOUTH SLOW TO IMPROVE

Average Family Living Better Than in 1940, Council Finds, But Change Is Slight

By JOHN N. POPHAM

Special to THE NEW YORK TIMES.

CHATTANOOGA, Tenn., May 16 —That small-town and down-on-the-farm life celebrated in song and story still is not too attractive from the housing viewpoint for the average Southern family, according to a survey released today by the Southern Regional Council.

Before the war 7,000,000 of the 10,500,000 families in the South lived in houses that did not meet the minimum standards of comfort, health and safety, the report says.

Today the average Southern family lives in a slightly better house than in 1940, it continues, but the improvement is relatively slight and over-all Southern housing "lags farther behind the rest of the nation today than it did in 1940."

"Housing has improved least since 1940 in the South's cities and towns," the report goes on. "The mass movement of population from the farms to the cities during the war, the shortage of construction materials, high building costs—all these factors have contributed to overcrowding and the growth of city slums.

Farmers' Wealth Gains

"Rural housing, on the other hand, has improved considerably. For the first time in years farmers have had money to spend on repairs and improvements, and rural electrification has moved ahead rapidly.

"Encouraging as these gains are, we must again take note of the fact that rural housing in the South has not kept pace with that in the rest of the country; today it compares less favorably than it did seven, or even seventeen, years ago."

Although overcrowding usually is associated with city slums, census figures show in 1940 that there were more persons than rooms in almost half the farm homes in the South, the report notes.

This situation was eased when many people left the farms during the war, but since the end of the war "a considerable number of persons have returned to the farms and overcrowding is once more a serious problem."

In 1940 the census found widespread lack of sanitation in sewage disposal on Southern farms. By 1947 a total of 1,000,000 farm dwellings in the region either had water piped into the house or had flush toilets installed, but in the rest of the country the increase in the number of houses with such facilities was three times as great.

The steady increase in electrification is the most encouraging aspect of Southern housing, the report declares. In 1940 only one Southern farmer out of six had power lines connected to his house, but by 1945 there was a gain of 100 per cent in the number of rural houses served by power lines.

Blame Put on Tenancy

"There are few areas in the South where farm housing is generally good," the report decleares. "We shall not go into all the possible explanations for the South's poor farm housing, but one significant fact stands out: tenancy and bad housing go hand-in-hand."

There has been a sharp increase in the number of Southern families living in urban areas, and one out of eight urban families have no running water, 23 per cent have no inside toilets, and the number of houses in need of major repairs has decreased only 1.5 per cent since 1940.

Negroes as a group are the poorest-housed citizens in the South and the entire country, the report declares. "In the South only one Negro in ten has a home which meets minimum requirements and over one-third live in homes which need extensive repairs and have no modern improvements whatever," it adds.

"The migration of Negroes to cities in the past fifteen years has made Negro urban housing, already overcrowded, even more inadequate.

"Forty per cent of the South's Negroes live in rural areas, and most of them are found in the Cotton Belt, where housing is the worst in the nation."

The report ranks Florida first in housing standards and conditions in the South and ranks the other Southern states as follows: Texas, Virginia, Oklahoma, Louisiana, Tennessee, North Carolina, Kentucky, Georgia, South Carolina, Alabama, Arkansas and Mississippi.

The report was prepared by Helen Bridgman, research assistant for the Southern Regional Council.

SRCA Housing Study

May 21, 1948

President Ralph P. Bridgman
Hampton Institute
Hampton, Virginia

Dear Mr. Bridgman:

We got a grand full column on page thirteen of the New York Times for Monday, May 17, on the housing pamphlet.

We are satisfied that a good many other papers will have picked up the New York Times story.

A nice thing about the story was that its final paragraph said the pamphlet was Helen's work.

Sincerely,

George S. Mitchell
Executive Director

GSM:eb

HAMPTON INSTITUTE
HAMPTON, VIRGINIA

OFFICE OF THE PRESIDENT

5/15/48

Dear Mr. Mitchell.

Thanks heartily for your note and the five copies of "Housing in the South". By the same mail we came from Helen with a characteristic squib of depreciation. So we're grateful for the five, and also for your appreciation.

We look forward to seeing you again soon, in Atlanta, or

at Black Mountain.

With cordial regards to you and yours.

Sincerely,

Joseph P. Bridgman

RECEIVED
MAY 18 1948
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Southern Regional Council

SRC - Housing Study

May 24, 1948

President Ralph B. Bridgman
Hampton Institute
Hampton, Virginia

Dear Mr. Bridgman:

Virginius Dabney wrote a most gratifying editorial on the housing pamphlet in the Times-Dispatch of May 20.

If it did not come to your attention, I suggest you look it up. Unfortunately, we have only one copy.

It mentioned Helen's authorship.

Sincerely,

George S. Mitchell
Executive Director

GSM:s

SRC - Housing Study

June 1, 1948

Mr. W. Barton Beatty, Jr.
Director of Public Relations
Hampton Institute
Hampton, Virginia

Dear Mr. Beatty:

We greatly appreciate Hampton's interest in the April issue of New South on housing.

We will most gladly send on the fifty copies, but I must tell you that we have to charge ten cents apiece for them.

If you can send us the five dollars, we will send them on up at once.

Meanwhile, I extract two more from the stacks for you for free.

Sincerely,

George S. Mitchell
Executive Director

Enclosures :2 cys April '48 New South

GSM:eb

HAMPTON INSTITUTE
HAMPTON, VIRGINIA

OFFICE OF PUBLIC RELATIONS

May 26, 1948

RECEIVED
MAY 29 1948
Southern Regional Council

Mr. J. S. Mitchell
Executive Director
Southern Regional Council
63 Auburn Avenue, N. E.
Atlanta, Georgia

Dear Mr. Mitchell:

I have read with interest the April issue of "New South". We have used the ten additional copies you send.

Please send an additional 50 copies, as we have had several request for the issue.

Cordially yours,

W. Barton Beatty, Jr.

W. Barton Beatty, Jr.
Director of Public Relations

WBB
/wr

SRC - Housing Study

June 4, 1948

Mr. Roscoe C. Brown, Chief
Office of Negro Health Work
National Negro Health Movement
FSA, U. S. Public Health Service
Washington 25, D. C.

Dear Mr. Brown:

We are happy to hear that you have found our recent pamphlet on housing in the South useful. I should much appreciate receiving two copies of the issue of the National Negro Health News in which the abstracts appear.

I am enclosing five complimentary copies of the housing pamphlet. Should there be need for additional copies, we shall be glad to furnish them at fifteen cents each.

Sincerely yours,

Harold C. Fleming
Director of Information

Enclosure: 5 cys Ags 47 New South

Commendation file

FEDERAL SECURITY AGENCY
UNITED STATES PUBLIC HEALTH SERVICE
NATIONAL NEGRO HEALTH MOVEMENT
WASHINGTON, D. C.

(25)

June 1, 1948

The Editor
New South
Southern Regional Council
63 Auburn Avenue, N.E.
Atlanta, Georgia

RECEIVED
JUN 3 1948
Southern Regional Council

Dear Sir:

We have read with much interest the pamphlet "Housing in the South," the April 1948 issue of New South, and commend this very factual statement of the housing problem.

The section on Negro Housing is particularly informative and challenging. We are carrying some of the abstracts in the next issue of our National Negro Health News.

May we have several extra copies of this very useful pamphlet? If there is a charge for them, bill me and I will make remittance.

Sincerely yours,

Roscoe C. Brown, Chief
Office of Negro Health Work

RCB/cem

SRC - Housing Study

June 7, 1948

Dr. Thomas C. Allen, Director
Department of Interracial Cooperation
Virginia Council of Churches
1444 East Main Street
Richmond 19, Virginia

Dear Tom:

I had wondered if you had been good enough to get in touch with Virginius Dabney and get that beautiful editorial.

Virginius caught just what I had hoped editors would catch in the pamphlet.

Sincerely,

George S. Mitchell
Executive Director

GSM:eb

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Associate Executive Secretary

May 24, 1948

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MAY 25 1948
Southern Regional Council

Dr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear George:

I can use to advantage 15 additional copies of the pamphlet, "Housing in the South." Please send these by return mail.

Sent May 25, '48 EB

I am using the ten copies which you sent to send to editors of daily papers across the state. The enclosed editorial appeared in the Richmond Times-Dispatch on May 20. I am sending a copy of this as an illustration of what we would like the editors to do.

Very sincerely yours,

Thos. C. Allen

Thomas C. Allen,
Director

TCA:j

Encls.

Copy from Editorial - Richmond-Times Dispatch
May 20, 1948

Virginia Housing No Ground for Smugness

The housing situation in Virginia is by no means ideal, but it is much better than in nearly all the other Southern States, according to a study just published by the Southern Regional Council of Atlanta. Florida ranks at the top of the 13 Southern border States, but Virginia ties for second place with Texas, and these three are far ahead of all the others.

The study was made by HELEN BRIDGEMAN, research assistant for the Southern Regional Council, on the basis of five factors: Percentage of houses in good repair, percentage with satisfactory water supply, with adequate toilet facilities, and with electricity, and percentage free from overcrowding.

An especially encouraging aspect of Virginia's housing situation lies in the fact that of the 100 Southern counties with the best farm housing, the Old Dominion has no fewer than 28.

Virginia's 28 counties are: Albemarle, Alleghany, Augusta, Bath, Botetourt, Chesterfield, Clarke, Elizabeth City, Fairfax, Fauquier, Frederick, Giles, Hanover, Henrico, Lancaster, Loudoun, Madison, Norfolk, Page, Princess Anne, Princess William, Roanoke, Rockingham, Shenandoah, Stafford, Warren, Warwick and York.

The Shenandoah Valley of Virginia is mentioned as one of the three areas in the entire South where "acceptable farm houses are found in any large numbers." The other regions are the Kentucky Bluegrass and Northern Texas.

The pamphlet lists the 100 counties of the South with the worst farm housing. Not one of these counties is in Virginia, and 40 of the 100 are in Alabama, Arkansas and Mississippi.

Virginia leads the entire South in the median value of its nonfarm homes, with a figure of $1,905, as against $1,741 for Florida, $1,652 for Oklahoma, and $1,556 for Texas, Mississippi brings up the rear with $872.

Lest we in Virginia become puffed up over our comparatively good showing, it should be noted that the percentage of Negroes in our population is considerably less than in most States farther to the South. Since the Negroes are only a couple of generations removed from slavery, their housing, in general, is necessarily not to be compared with that of the whites. However, Virginia ranks far ahead of Oklahoma, Kentucky, Tennessee and North Carolina in each of which the percentage of colored compared roughly with our own, or is smaller.

The Southern Regional Council, which is headed by PAUL D. WILLIAMS, of Richmond, makes no specific recommendations in its pamphlet for remedying housing conditions in the South. It proposes that we should learn the facts. Then, the pamphlet goes on: "Through your city officials and civic groups, you can survey your local housing needs in order to develop a sound basis for action. Next find out what various remedies have been proposed, and decide which ones your community could best use."

The foregoing is sound advice. Although housing in Virginia is relatively good, by comparison with the other Southern States, it is poor, when judged by national standards. We must not be smug because we outrank most of the South. Most of the nation outranks us. What are we going to do about it?

SRG - Housing Study

June 25, 1948

Mr. Ollie E. Fink
Executive Secretary
Friends of the Land
1368 North High Street
Columbus 1, Ohio

Dear Mr. Fink:

In Dr. Mitchell's absence, please let me acknowledge your letter to him of June 23. We are sending you under separate cover a copy of our pamphlet "Housing in the South."

S

Sincerely yours,

(Mrs.) Agnes McKoy
Secretary-Treasurer

AM:s

Separate cover

Housing pamphlet

OK
MS 6/25/48

AIR MAIL

Friends of the Land

1368 North High Street
Columbus 1, Ohio
Telephone: UN. 3298

A NON-PROFIT, NON-PARTISAN SOCIETY FOR THE CONSERVATION OF SOIL, RAIN AND MAN

June 23, 1948

RECEIVED
JUN 24 1948
Southern Regional Council

RECEIVED
JUN 24
Southern Regional Council

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Your June 14th letter and its enclosure addressed to our editor, Mr. Russell Lord, at this office, has been forwarded to him at Bel Air, Maryland.

It will be greatly appreciated if you will please furnish this office with a copy of the booklet, NEW SOUTH, Vol 3, No. 4, Housing in the South. Thanking you for your cooperation, I remain

Sincerely yours,

Ollie E. Fink

Ollie E. Fink
Executive Secretary

OEF:msl

Sent 1 copy of Housing pamphlet

SPRC - Housing Study

Ala. Division
Excerpt from ltr from Dr. A. D. Beittel to Dr. Mitchell, dtd June 28, 1948:

"I am glad to say that the Birmingham News Herald published practically all of the housing pamphlet in three or four sections. Due to my absence from the office at the time these items appeared I do not have the clippings for you. I was delighted, however, at the cordial response given to my suggestion."

Make file - SRC

Good

LWV
Return to PW

PW - see 3,7
VJ
PA
PW

Migrant Study

Following, generally, are results of discussion Wednesday, Feb. 12, among Miss Margaret Long, Dr. Eric Lincoln, Dr. Joe Golden, Pat Watters...

Dr. Golden's class totals 30 students, Dr. Lincoln's ten. Of these, six are white. While it was agreed that there might be some problems involved in interviews by different races, these were not considered insurmountable. Details on this would be worked out in planning with students. Interviewing by Miss Long and Mr. Watters would help. The need to get the study organized right away in order to give students as much time as possible during the next semester (through May) was pointed out.

What is to be finally done with the findings is not yet known. Independently of the students' survey work, Miss Long and Mr. Watters will attempt to get to know several families of migrants and talk with them at length and in depth about the same things that the student interviews cover. The assumption is that results of these two approaches can be used to reinforce or correct findings of each, and more than likely suggest other things that need to be known. It was pointed out that some kind of publication of survey findings would be gratifying to the students who participate. It was also informally agreed that findings would be available to both institutions (Atlanta U. + Clark and SRC) and to individuals among the four of us for whatever use might be made of them. Expenses of the survey were discussed briefly: the mimeographing of the schedules (which could be done by SRC) and bus fares were mentioned. The latter

cost could (could not) be borne by SRC. It was agreed that interviewers would probably find easiest acceptance by saying they were conducting the survey for Atlanta University--the assumption being that nearly anyone would understand university.

There was general discussion of the aims of the study, which included the point that the unscientific members of the planning team really just wondered what is it with poor people moved to the city from the farm, and the refinement of this by the scientific branch into measurable terms; and included the point that SRC is interested in the situation of such people simply as one general problem of the South, although its relevence to the racial situation can't be overlooked, and included the point that one thing the study might point up is that something other than race is the cause for conditions of deprivation which in stereotyped thinking often are blamed on race.

From the discussion, the following was developed:

1. A hypothesis: That the experiences of poor Negro rural migrants to Atlanta are similar to the experiences of poor white rural migrants to Atlanta...and these further assumptions:

1. That the background of the two groups are similar.
2. That the characteristics of the two groups are similar.
3. That what has happened to the two groups in Atlanta has been similar.

2. Sample. It would include only poor rural farm migrants, and not persons with non-farm rural backgrounds. It would consist of 200 persons, if we assign five interviews per student. We did not define poor. It should conform with census groupings so that our sam-

ple can be compared with the total migrant population of Atlanta. We also did not decide finally whether all respondents should be married, or whether we would interview single persons, and we did not discuss whether we will interview all of one sex, or try for a balance between husbands and wives. From the unscientific end here, only married people and preferably ones with children are preferred, and a mixture of husbands and wives. We defined migrants as people living in Atlanta a year or less.

It was agreed that the best way of finding people in the categories we want will be to knock on doors in areas where large numbers of migrants live. If the areas are large enough, sampling techniques will be used to find respondents. Mr. Watters will get as soon as possible, if possible, maps of such areas.

3. Methodology. The schedule was discussed generally. It was agreed that it will include sections on (1) Background; (2) What Caused Respondent to Move; (3) Descriptions of Who Respondents Are; (4) What Has Happened to Them in Atlanta.

Our discussion of Background got this far: We would want to know the following: Plance where the respondent came from, the name of the county and state, and an estimate of the population of the county (or settlement?) This could be compared with census data. Occupation in the rural area, including income. Income might be reported in terms of weekly pay and how many weeks worked last year, or in terms of how much was the largest and smallest amounts of money the family ever made farming in a year. Church. Frequency of attendance where came from; preference there; whether or not the

respondent held an office in the church; whether there was home worship. Leisure Activity. How much time spent hunting, fishing, playing cards, visiting neighbors and kin, watching tv. Diet. A general question along lines of whether the family eats different in town from in the country, and how. Also: How many meals a day on the farm; how many in city? Which is big meal of day in country, in city? (This is as far as we got...Following are suggestions from this end...): What did parents of husband and wife do for living? What kind of schools did kids go to on farm? How many months per year? How often would they go to town to shop? What kind of house did they have on the farm? How many rooms? What arrangements for water, toilet, washing? Lights? Was electricity available? Did the roof leak? How was house heated? Did children seem happier/ less happy/ about the same/ there as compared with city? Did family have dogs or cats for pets? Do they now? What does the family miss most from the farm? What are they gladdest to get away from?

2. Reasons for leaving?

Was it impossible any longer to make a living? Was the farm sold out from under them? Was it because of a death of someone else who had helped with the farming work? Did the family figure they could make a better living in the city? Why? More jobs? Better pay? Wife could work? Was it for better schools for the children? Was it for educational opportunities (night school, industrial training) for the parents? Other reasons? (This may seem non-essential, but we would be interested in how they moved their things--by truck, car, what? Or did they just leave furniture behind, and plan to get some more in the city?) What did family think it would find in city in terms of job, schools, home, recreation, good things of life?

3. Descriptions of who the respondents are:
Age, sex, race, education, skills or trade or other training, present occupation, present income, number of children, any others living in same home, medical problems, (if feasible) criminal record, (again if feasible) does respondent look about the age he gives and how is respondent dressed/ how well groomed? Own tv? Takes a paper? Own a car? Vintage?

4. What has happened to them in Atlanta?
Did they have a place to come to live, or temporary place to stay while looking? Did family move together or husband come first? Did husband or wife have a job when came? How did they find a home? How many homes so far in Atlanta? Were they evicted from any home? What the rent? Condition of home: number rooms, their repair, heat, electricity, plumbing, amount of yard for children. Is it a better or worse home than they had in country? Does family hope to find a better place to live? When? Was there any time when family had no place to stay in city? City religious life: what denomination/ any offices/ home worship/ how often attend/ reasons for any change of these. City recreation: what is done here that wasn't done in country; what was done in country that isn't done here? At which place did family seem to enjoy life the most? Any difference in children's play: more playmates; different games; are they "out" as much as on farm; is there as much supervision by parents? Do they behave as well in city? City occupation: how decide what kind of job to seek? how go about seeking job? government employment office used? how long did it take to get a job? how many jobs so far? longest time out of work so far? in present job, what hours, what conditions? seeking better? hopes of

advancement? does wife work? does she want to? City schooling: how soon did children start to school after moving? are kids all in school? were they put back because of previous inadequate schools? do they like their new schools better than country ones? why? are classes bigger/smaller? school itself bigger? home work as frequent? work as hard? do children engage in more or less school activities? Assistance form city: has family received any kind of assistance from government or private agencies? If so, how did they find out this was available? If received no help, what services do they know of that they might receive if they needed it? How find this out? Did any one, including neighbors, welcome them to their new home? Offer to explain things, and show them around? How do they like having more neighbors and closer ones? Do they get along with neighbors? How long? Has there been any time in city when family didn't have enough to eat? Living expenses: Does it cost more to live in city? In what ways? What things are less expensive? Is it easier for wife to shop for food and clothing, other things? Does all family have enough clothes? Living patterns: Does family get up earlier or later? Go to bed earlier or later? Eat at different times? Spend more time working, or less? More time recreation, or less? Goals: education goals for children? what kind of job does father want? how much salary? does family need a new car? what new things for house? clothes? what would be the ideal home for the family? everything considered, would the family rather be where it is, or back on the farm, assuming a good living could be made either place?

All too obviously, these are just random things we feel we would like to know. We have missed much, and put too much in. But

at least these questions could serve as guiding points or beginning points for your own development of information needed and specific questions.

The next step agreed on was that Dr. Lincoln and Dr. Golden would get together and supply their own view of information needed, and work out plans for schedules and interviewing and confer back with us. So, until then...

What happened waiting? are waiting?

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Assault on Negro woman on trolley Date: July 7, 1945

Informant:

Reporter: Douglas Carter

Form 32-25 AA849 City
Atlanta Police Department Miscellaneous Report
Subject: Trolley operator hits Negro woman with black jack.
5:55P.M. Highland Avenue between Hilliard and Boulevard, July 7, 1945

Details: We answered a signal 36 to R-508 Johnson Avenue, N.E. and talked to J. E. Ellington, who lives at 509 Highland Avenue, N.E. who stated that he saw the Negro woman getting off the street car bleeding badly about the face. We talked to the victim, Katheren Brookins, lives at 160 Hilliard Street. She stated that she got on the street car and did not notice the vacant seat in back of her. The operator of car #843 told her to move back. Before she had time to move back he struck her on the left side of the head with a black jack. We carried victim to Grady. She had a small laceration on the left side of the head. Victim appeared to be drinking but not drunk. We weren't able to get any further information as to the operator of the car at this time.

Respectfully
W. M. Miller and Reeves
Car 19 Evening Watch

32 A

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Aggravated Assault on Trolley Operator Date: June 5, 1945

Informant:

Reporter: Douglas Carter

Atlanta Police Department Offense Report
June 5, 1945
xx Aggravated Assault
Victim's Name - B. E. Roberts (street car operator) white.
785 Palatine Street, S.E.
Assault and Battery
Time; 2:13 P.M., June 5, 1945

On Auburn at Butler Street, Street car control handle on street car (weapon found)
Victim sober? Yes.

12. Description and Extent of Injuries: Struck in left temple, broke glasses, cut left ear, nose cut from glasses.

Hospital: Private physician. (Georgia Power Company)
Assigned to Preston and Newton
False: No
Identity (of criminal): No

Detailed Report: We answered a call to Butler and Auburn Avenue, N.E. where we found the victim, a street car motorman, bleeding about the head. We talked with the victim who stated that he was taking his run into town from Irwin Street. A Negro man got on the car in a drunken condition, when the motorman said something to him. They got into an argument and the Negro told him that he was a man just like him and then muttered something else. The Negro told him something else and told him to give him his money and he would get off. The victim gave him a dime and told him to hit the ground. The Negro got off the car and when he did he called the motorman a S. O. B. When he did this the victim took the control handle and went for the Negro. He struck him twice and then the Negro took the handle and struck the victim in the places mentioned above. A large Negro man got the Negro suspect and left the scene.

Mr. Jones, Supervisor at the Butler Street Barn stated that the victim would be taken to the Power Company doctor. The control handle was placed back on the street car and another operator placed on the run.

We checked in the colored clinic, but no one had been brought there for treatment. A lookout was placed for him.

xx Not cleared by arrest.

Signed, ~~W.W. Ford and E. Faucett~~

Names of officers

Ma-I

Form N
Number _____

SCHEDULE FOR OBSERVATION OF WAITING FACILITIES
of
URBAN AND INTERURBAN STREET CARS, BUSSES, AND TRACKLESS TROLLEYS

Section I.

1. Facility Waiting stand 2. Location Point at which road into Emory Univ. enters N. Decatur Road ~~Junction Peachtree Lee-Emory Univ. line & Decatur-Druid Hills car~~
3. Date Aug. 21, 1945 4. Time 6:50 - 7:00 p.m.
5. City and State Atlanta Ga.
Observer Margaret Price
Line Served Peachtree Lee - Emory Univ. + Decatur - Druid Hills

Section II.

I. Waiting Facility
A. Seats
1. Number of available seats about 10
2. Number of Negroes seated 2 3. Standing 1
4. Number of whites seated 6 5. Standing 3
B. Signs
1. Location None
2. Wording

II. Method of boarding carriers Whites and Negroes board together sometimes the Negroes step back and allow the whites, but they are not required to do so.

Remarks:

The two Negro women were seated side by side, and two white women were seated beside them. Three other white women were seated on the row of seats behind them. Thus:

N N W W
W W W

The whites and Negroes who were standing seemed to be doing so by choice rather than because they did not wish to sit by Negroes or whites. Although ten seats are available, the seats are not comfortable, and if ten people were seated, it would be a tight squeeze.

Form N
Number _____

SCHEDULE FOR OBSERVATION OF WAITING FACILITIES
of
URBAN AND INTERURBAN STREET CARS, BUSSES, AND TRACKLESS TROLLEYS

Section I.

1. Facility Waiting stand 2. Location ~~Junction, Ponce de Leon-Emory car and Decatur-Druid Hills car~~ Point at which road enters into Emory Univ. N. Decatur Road
3. Date Aug. 1, 1945 4. Time 4:50 - 5:10 P.M.
5. City and State Atlanta, Ga.
Observer Margaret Price
Line Served Ponce de Leon - Emory Univ. and Decatur - Druid Hills.

Section II.

I. Waiting Facility
A. Seats
1. Number of available seats about 10
2. Number of Negroes seated 1 3. Standing 1
4. Number of whites seated 6 5. Standing 2
B. Signs
1. Location
2. Wording None

II. Method of boarding carriers White and Negroes board together.

Remarks:

The seating arrangement was this, at 4:50.

N W W
W W W W

at 4:55 the white person seated nearest the Negro got up, leaving the arrangement like this:

N W
W W W W

The one Negro standing acted as though she wanted to sit down, but refrained from doing so.

Mu - A -

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Municipal Transportation - Atlanta, Georgia Date: August 7, 1945

Informant: Mr. W. R. Pollard, Georgia Power Company

Reporter: Douglas Carter And James O. Slade

Mr. Pollard stated that in Atlanta the peak hours in street car transportation are from 6:30 - 8:30 A.M. and from 4:30 - 6:30 P.M. Most of the friction rises during the peak hours.

The conductor's instructions are to look after the passengers and see that they are seated properly. Usually the operator is engrossed in his work so much that he fails to see the seating arrangement.

Both races resent moving. Mr. Pollard stated that he had never asked a colored person to move and had this person to refuse to move. "I have had colored persons to pretend not hearing me, but finally they moved." He never had an occasion to ask a white person to move.

The policy in handling trouble is to call the police and let them handle the matter. In some instances the operator refused the passenger his fare and asked him off the car.

He stated that the operators have police powers, but we prefer their not using it in that the company is liable for their acts. Police powers are generally turned over to the police.

Women began operating ~~carriers~~ cars in 1942. There has been some trouble in getting many women in that ~~they~~ had made no difference in policy regarding their work with that of the men operators (hours, lines, etc.)

The company has been short of men, but by the end of the year there should be no employment problem. About 116 veterans have been hired.

One incident occurred involving a woman operator. A Negro called the office and told about a certain woman operator's being very discourteous. He also stated that this operator's husband (a city policeman) rode this car often and the informer thought trouble might come about. Mr. Pollard thought that this problem had been worked out.

Sometime ago the Urban League or some other Negro organization asked for a change in Negroes getting off only at the back. This policy was changed for a time. The Negroes were allowed to get off the front and rear in Negro neighborhoods. "Some Negroes took advantage of this (by getting off the front downtown and when whites were on the cars) and so this policy was stopped."

Mr. Pollard then stated that the company's policy was not to have rigid demarcations, but to let the passengers work ~~this~~ things out between themselves.

A problem very often noted is that at the end of a line where white people live, the whites get on and take one seat apiece and when the Negroes get on they ask the whites to move and the whites resent this. The same thing happens on ~~the~~ a Negro line. 3

Some sources of friction are the downtown heavy leading points. The River Line and the Buckhead line are the more important sources. 3

In the mornings on the Buckhead line large numbers of Negroes go out. There are around 60 Negroes and 5 whites generally. "The white people expect to get on first" and the Negroes run over them. The same thing happens on the River Line. 3

One possible solution is to have more service and another is to load Negroes at the rear door. 12

Conditions are pretty good based on F.B.I. and company's report. 12

Note: A white woman wrote the governor about Negroes' acting on the Edgewood car. (White people get on the car first and the Negroes must push through to the back.)

Mu-E

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Chartered Busses in Atlanta Date: August 7, 1945

Informant: Mr. Pollard, Transportation Manager of Georgia Power Company

Reporter: James S. Hadley

Mr. Pollard, transportation manager of Georgia Power Company, stated that O. D. T. has ruled against chartered busses for both races except in such cases as of entertainment for service men, religious occasions, etc. ~~However, where possible a street car or cars are available, such must be used.~~

Form M
Number _____

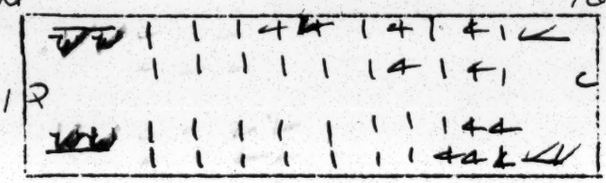
SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date Aug. 13, 1945
2. Point of Origin Forsyth & Marietta
3. Destination Emory University
4. Mode of Transportation Streetcar
5. Time 8:10 p.m.
6. Name of Observer Margaret Price
7. Line Ponce de Leon - Emory University

10 - 2 type rows

front



front rear

When white people got on as indicated in figure 2, the Negroes sitting near the front got up and moved to back. One Negro man asked a Negro woman to move back, which she did. The Negroes moved

their own accord - no white person asked them. White people got on at the corner, Ellis and Peachtree and at the stop just before this one, coming from Union Station. (Forsyth and Carnegie way)

✓ Negro

Form M
Number _____

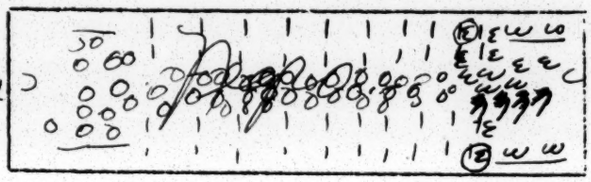
SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date Aug. 7, 1945
2. Point of Origin Westview - Gordon
3. Destination Emory University
4. Mode of Transportation street car
5. Time 8:25 p.m. - 8:40 p.m.
6. Name of Observer Margaret Price
7. Line Ponce de Leon - Emory University

8:25 ~~Seat~~ So. Decatur + Ham type

1

2 

I got on the street car at 8:25 p.m. on the corner of Ellis and Peachtree. The car was crowded with negroes who were going to the Ball Park. The ~~car~~ seating and standing arrangement was that of Figure 1 when the car reached Ellis and Peachtree. After the car loaded there, the arrangement was that of Figure 2. I heard no comments from the Standees, but the white woman ~~[illegible]~~ in seat #7 (inside) was talking to the white man seated beside her, saying that the Ga. Power Co. ought to provide separate cars for these negroes, and expressing general disgust with the situation. The man did not seem to be in agreement with her.

3

When the car reached the Ball Park, the negroes all left by the rear door, making no attempt to leave by the front door, even though it would have cut the leaving time down considerably had they left by

the front door.

After the car had been emptied of Negroes, all the whites got seats. I sat down behind the white woman who had been making all the comments. She turned around to me and said she was going to call the Georgia Power Company and report to them how the Negroes had crowded up into the white man's section. The situation was terrible, she thought. She sympathized with me for having to stand beside Negroes while other Negroes sat. She thought the Negroes should have stood and given the 6 or 8 white people standing a seat. I assured her that I hadn't minded standing - that I often stood when the car was crowded - She replied that this case was different, since there were so many Negroes in it, etc. I told her again I hadn't minded standing - that the Negroes were in the car first, etc. When I finally reminded her that she had had a seat and should have no complaint, she turned around and said no more to me.

The white man sitting across the

aisle from me began to tell about what he had said to the Negroes when they got on. He was sitting alone in seat (inclosed) 5. The two seats in front of him were vacant, he said, and a Negro asked him to move up there. The man refused. The Negro then started to sit down in front of him in one of the seats, but the white man told him he'd better not sit there. If he did, said the white man, there'd be a fight. More white people would get on, and they had to have a seat, the white man told the Negro. The Negro stood. When I got on the car, ~~The~~ the two seats in front of the ~~the~~ white man and the one seat beside him were occupied by white people.

Form M
Number _____

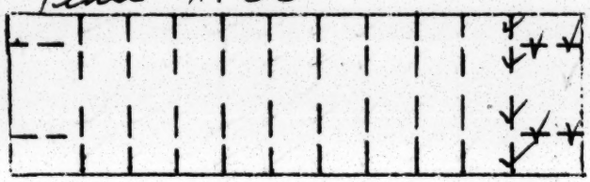
SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/6/45
2. Point of Origin West Peachtree & Spring
3. Destination Emory University
4. Mode of Transportation Street Car
5. Time 4:55 P.M.
6. Name of Observer Carter
7. Line Ponce de Leon - Emory

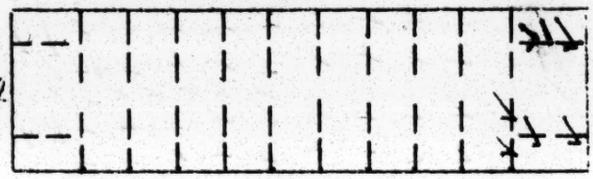
Car No 967

Time 4:55



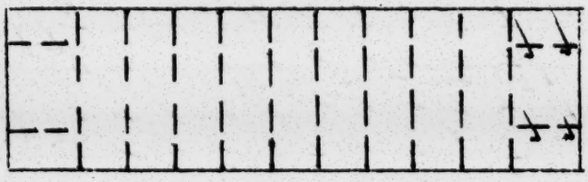
The white man in the rear of the car stood with a baby chair.

Time 5:00



The last two white people on the right asked the Negroes to move out of that seat when the side seat on the right was vacated.

Time 5:04



Blue for Negroes

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/2/45
2. Point of Origin ~~Walker~~ West Peachtree & Gordon
3. Destination Emory University
4. Mode of Transportation Street Car
5. Time 12:45 P.M.
6. Name of Observer Carter
7. Line Ponce de Leon - Emory

Car No 632

1 White

2

3

4

The last white person on the car (indicated) sat directly across from the two Negroes. As the car filled up in the back by other Negroes this person went up front. The car was seated exactly in the front of the car by white people

Blue for Negroes

Form M
Number _____

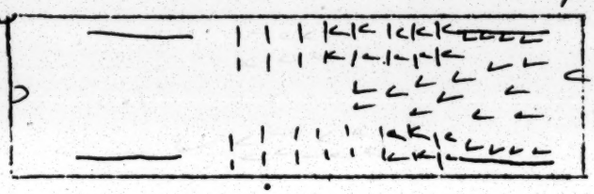
SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

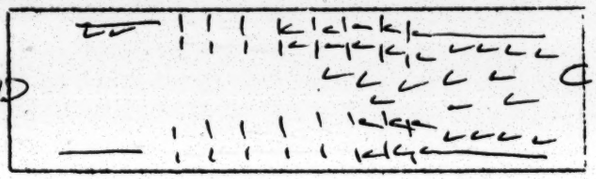
Urban ✓ INTERURBAN _____ (check one)

1. Date July 11, 1945
2. Point of Origin Decatur
3. Destination Emory Univ
4. Mode of Transportation Streetcar
5. Time about 8:00 p.m.
6. Name of Observer Margaret Price
7. Line Ponce de Leon - Emory Univ.

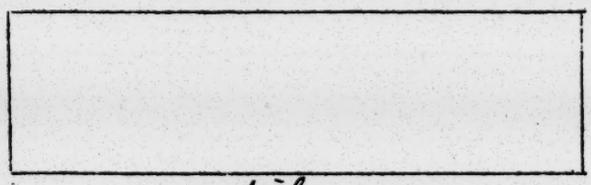
8 - 4 type about 4 stops before Ball Park:

Ellis + Peachtree





The driver could not see the situation because his curtain was drawn to keep out the light. Nothing was said to the negroes about moving back in the



car, while I was on the car, but no white people went to the back of the car to sit, until about 4 stops from the Ball Park, a white couple sat at the back as indicated in figure 2. When the car reached the Ball Park, all the negroes got off.

I did not hear any comments on the situation, nor did there appear to be any particular ill-feeling.

✓ — White

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/18/45
2. Point of Origin West Fairfield
3. Destination Marietta & Broad
4. Mode of Transportation Street Car
5. Time 10:00 A.M.
6. Name of Observer Carter
7. Line West Fair

Car No. 860

1 A Negro went to the front door to get off. It seems as if he was from out of town. There were only Negroes on the car. 2 The operator told him that he would have to go to the back door. He went to the back door and when the car stopped the Negro failed to step on the treadle.

3 The operator called back, "You'll have to step on the treadle boy to open it, it won't open unless you step on it.

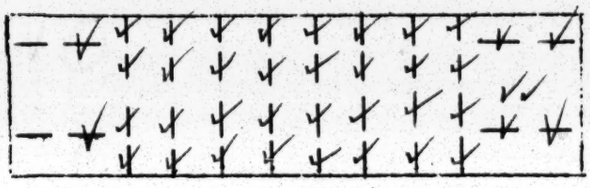
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/16/45
2. Point of Origin Marietta & Broad
3. Destination Gatby & Fair
4. Mode of Transportation Street Car
5. Time 10:50 A.M.
6. Name of Observer Carter
7. Line West Fair

Car No 205

1 

2

A Negro student sat down next to the white man. The Negro did not realize that he was seated next to the white man. The man looked a little funny. When the Negro realized what he had done he too looked funny. Neither one said

3 anything and they remained seated. The conductor looked, but said nothing.

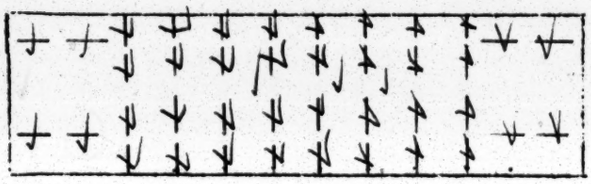
* Blue for Negroes

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/16/45
2. Point of Origin Marietta & Broad
3. Destination Fair & Ashby
4. Mode of Transportation Street Car
5. Time 1:42 P.M.
6. Name of Observer Carter
7. Line West Fair

1 

2

The white woman was standing during her ride on the car. Finally when she got off on the corner of Fair & Chappel, the Negro with the circle around got off by the front door. The two operators on the car looked but said nothing.

3

4

* Blue for Negroes

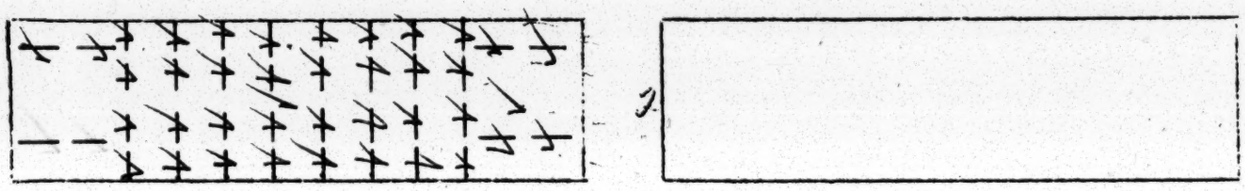
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

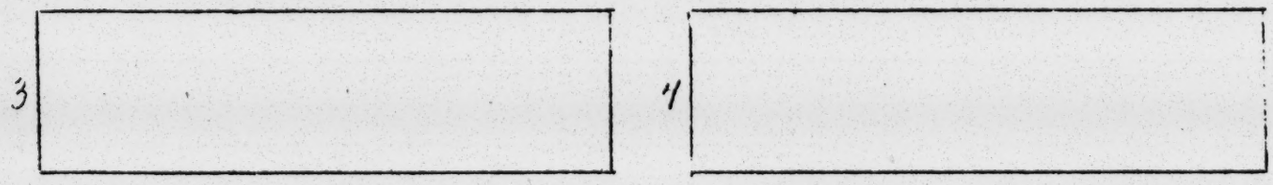
Urban ✓ INTERURBAN _____ (check one)

1. Date 8/9/45
2. Point of Origin Ashby & West
3. Destination Marietta & Bond
4. Mode of Transportation Street Car
5. Time 1:35 P.M.
6. Name of Observer Carter
7. Line West Fair

Car No 201



Note: In many instances on this and similar lines whites stand while Negroes are in all of the seats. But there are times when the whites will take seats close to the Negroes as is indicated above.



Blue for Negroes

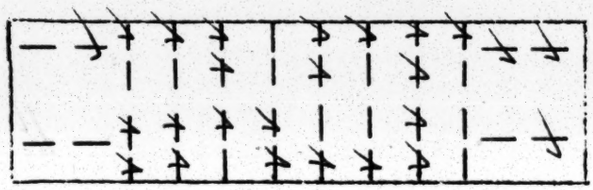
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/8/45
2. Point of Origin Oakley & Fair
3. Destination Marietta & Broad
4. Mode of Transportation Street Car
5. Time 4:45 P.M.
6. Name of Observer Carter
7. Line West Fair

1



2

Note: The white standee remained just behind the operator during the entire trip although there were several seats available. In many instances on the so-called "Negro lines" white people stand rather than take seats

3

4

Blue for Negroes

Form M
Number _____

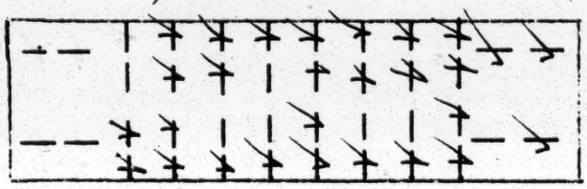
SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/6/45
2. Point of Origin Fair & Ashby
3. Destination Marietta & Broad
4. Mode of Transportation Street Car
5. Time 4:45
6. Name of Observer Carter
7. Line West Fair

No 202

1



2

This car had no signs concerning the seating of the races.

3

4

Blue for Negroes

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/3/45
2. Point of Origin Fair and Ashby
3. Destination Edgewood Barn
4. Mode of Transportation Street Car
5. Time 8:55 P.M.
6. Name of Observer Carter
7. Line West Fair

No. 200

1 * * * * * * * * * * * *
* * * * * * * * *
* — * * * * * * * * * *
* * * * * * * * *

2

Nothing happened. Two seats were empty, but the white man did not ask the Negro on the left to move. He stood the entire trip.

3

4

Blue for Negroes

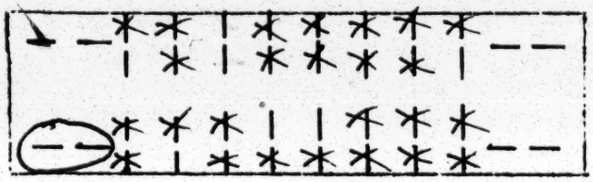
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/3/45
2. Point of Origin Broad & Decatur
3. Destination Fair & Ashby
4. Mode of Transportation Street Car
5. Time 11:40 A.M.
6. Name of Observer Carter
7. Line West Fair.

1



2

This white couple sat behind the Negroes. Finding themselves being looked at they moved into the side seats on the left side of the car.

Note: seats with circle around them

3

4

Blue for Negroes

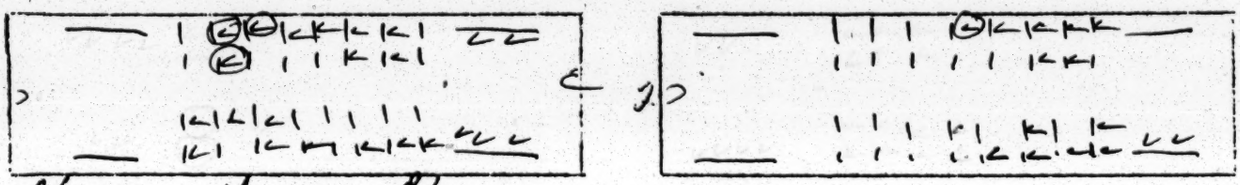
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date Aug 22, 1945
2. Point of Origin Emory Univ -
3. Destination Atlanta Univ -
4. Mode of Transportation St-car
5. Time 8:30 - 8:40
6. Name of Observer Margaret Price
7. Line Walker - West View

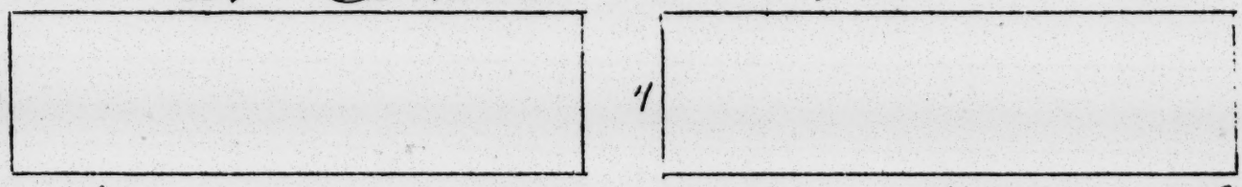
8 - 4 type



Henry Grady Square -

Figure 1. When the car stopped at the Square, many white people got off and several Negroes got on. The 3 white people who are circled in blue moved nearer the front of the car, and Negroes took their places.

At Terminal Station, several other Negroes



boarded the car, and 2 had to stand. ~~Also~~ At the next stop, one of the white passengers circled in red got off, and the other moved nearer the front of the car, and the 2 Negroes took their seats.

Figure 2 A stop or two beyond Terminal Station a Negro woman got on and saw no vacant seats in the Negro section. She asked the man circled in blue to move ~~further~~ nearer the front. He refused, evidently by either just looking at her or by shaking his head for I heard no words. The Negro woman then went to the back of the car, ~~at the long back seat~~. At the next stop, the man ~~left the car~~

Form M
Number _____

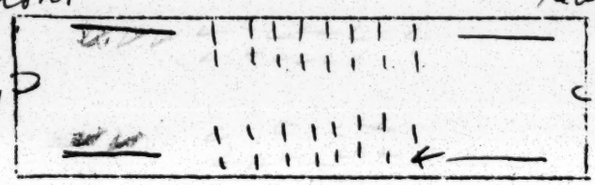
SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

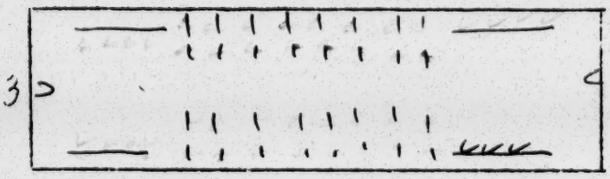
1. Date Aug. 14, 1945.
2. Point of Origin Emory University
3. Destination Peachtree & Ellis
4. Mode of Transportation streetcar
5. Time 8:10-8:25 a.m.
6. Name of Observer Margaret Price
7. Line Walker - Westview

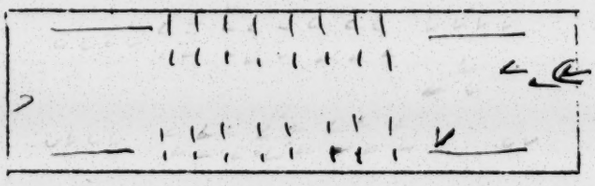
8 - H type

front rear



When white people began to crowd on after stop shown in figure 2, the three Negroes moved as shown in figure 3.





After stop shown in figure 3, 2 of the Negroes got off, leaving one seated. A white man and a white woman sat beside her leaving a vacant space between them. fig. 4 Two Negro men and a Negro woman got on, but stood, as the white people did not get up. The Negro woman kept her seat. When a seat became vacant up toward the front, the white man took it, but a white woman took his seat by the Negro woman.

Form M
Number _____

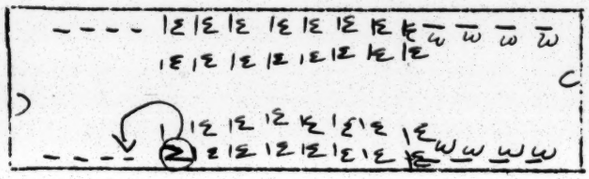
SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

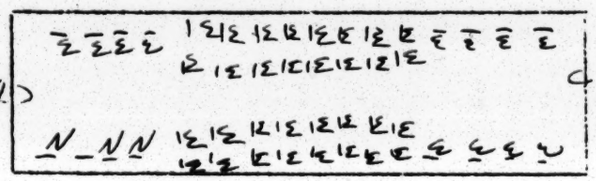
1. Date Aug. 8, 1945
2. Point of Origin Emory University
3. Destination Walker - Jordon
4. Mode of Transportation streetcar
5. Time 8:15 - 8:30
6. Name of Observer Margaret Price
7. Line Walker - Westview

Walker - Westview type

1



2



When ~~the~~ several white people got on the car just below Sears-Roebuck as car went toward town, the Negro sitting in seat moved to the ~~be~~ side rear seat. Two stops later the seating arrangement was that, figure 2.

3

4

Two stops later the 2 Negro women sitting in seats 27 and 28 got off, leaving a Negro man sitting in seat 25. He got up and stood, giving the seats to white people. Two other Negroes got on the car before it reached town, and the three had to stand. No white person got up to give them a seat usually reserved for Negroes

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

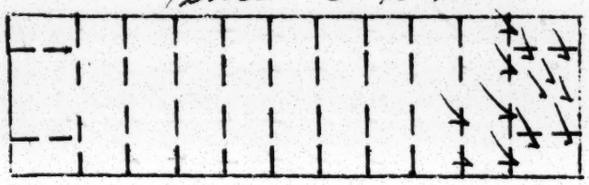
Urban ✓ INTERURBAN _____ (check one)

1. Date 8/6/45
2. Point of Origin Emory University
3. Destination Bridge - West View
4. Mode of Transportation Street Car
5. Time 5:15 P.M.
6. Name of Observer Carter
7. Line Walker - West View

Car No 944

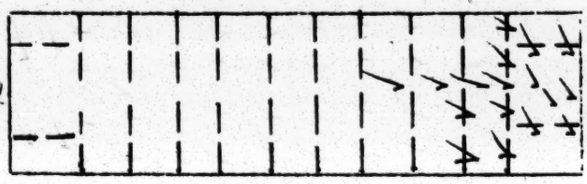
Time: 5:15 P.M.

1



Time 5:25 P.M.

2



3

4

Red for whites

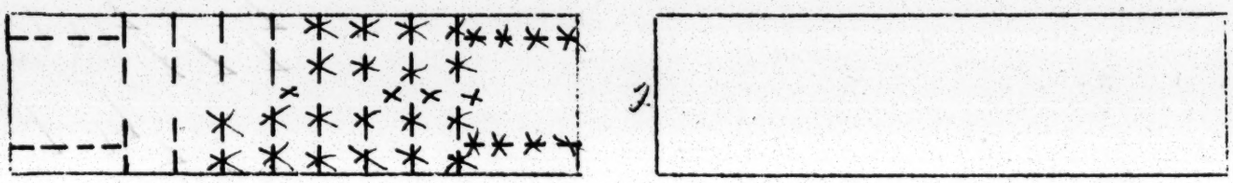
Blue for Negroes

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/2/45
2. Point of Origin Emory University
3. Destination West View & Dodson
4. Mode of Transportation Street Car
5. Time 11:25 P.M.
6. Name of Observer Carter
7. Line Walker - West View



The Negro lady standing by the 4th regular seat on the right asked the white lady with the little boy to move up where she could be seated. The white lady refused, so the Negro lady went to the Conductor and told him the situation. The Conductor refused to do any thing about it. The Negro lady came back and stood over the lady. Finally the white man in the third regular seat on the right asked the white lady to take his seat and he moved to the second regular seat on the left. Then the Negro lady sat down.

Blue for Negroes

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Street Car Transportation Date: August 23, 1945

Informant:

Reporter: James O. Slade

When two observers boarded the West Hunter-Ashby street car at 6:37 P.M. CWT at the corner of Board and Marietta Streets, every seat in the car was taken by Negroes except the front side seat next to a white woman. At this point there were approximately 12 or 15 Negro standers. The number of Negro standers increased to about 30 after the next two stops. Many standers were in the front of the car. Immediately after the car moved away from the second stop, the white passenger relinquished her seat, which was instantly occupied by a colored passenger. The white woman stood during the rest of the trip.

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview 8/17/45 2. Time of Interview 2:00 P.M.
3. Place of Interview 1174 Fair St. 4. City Atlanta 5. State Georgia
6. Name of Informant Mrs. Idella Anderson 7. Sex F 8. Race Negro
10. Address of Informant 1174 Fair Street 9. Age App. 50
11. Occupation of Informant Housewife
a. Company _____ b. Station _____
12. Interviewer Douglas Carter

Section II

INCIDENT:
Date 8/14/45 Time Between 7 and 8 o'clock P.M.
Place Downtown Atlanta Line Irwin St. (West Hunter)

Mrs. Anderson stated that she was going out in the Druid Hills district to take care of a white couple's baby. She was waiting on the Ponce De Leon-Emory Car. The first car on this line was going to the car barn. She caught the car as she decided she'd rather wait downtown on the car which would take her to Druid Hills.

She got off this car at Mitchell and Forsyth and waited for the other car. The car was very slow in coming. A group of white sailors were standing on this corner waiting on an Emory car and they were arguing about the car being so slow. Most of the cars were going down the Auburn St. section.

Finally an Irwin Street car came along and the supervisor stopped the conductor and told him to switch his sign to Emory. The conductor did this and the white people got on. The conductor did not tell the full car of Negroes about the change and so the car moved on.

When the Negroes found out about the change, some of them got off. Others did not know and so they continued out of the way. More white people crowded on and a colored couple who hadn't noticed what had happened was asked to move back. The white sailors were drinking and having a good time.

A white sailor said, "Oh! I hate niggers. I believe I'll kill one." No one said anything. He kept talking and finally another white man must have said something to him. The sailor hit the man with a newspaper. The sailor looked at the men very hard after the man refused to do anything. Finally he hit the man in the face with his fists. The man then got up to defend himself. Mrs. Anderson and other passengers got off the car. She waited on another car to finish her trip.

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview 8/15/45 2. Time of Interview 8:45 A.M.
3. Place of Interview 1298 Booker 4. City Atlanta 5. State Ga.
6. Name of Informant S. Grace Bradley 7. Sex F. 8. Race N
10. Address of Informant 1298 Booker, Atlanta 9. Age app. 40
11. Occupation of Informant former teacher
a. Company _____ b. Station _____
12. Interviewer Slade

Section II

INCIDENT:
Date 8/14/45 Time 9 p.m.
Place Broad, between Marietta and Alabama Line _____

Miss Bradley's statement:

"When four colored girls dismounted a street car at the corner of Broad and Marietta Streets and began walking in the direction of Rich's, I followed after them. When they came near the center of the block, a large group of white sailors and white girls suddenly formed a circle on the sidewalk forcing them and me (later) to pass this point on the street. A few seconds after we passed the circle was discontinued."

On Thursday July 5, 1945, I waited at the corner of Broad and Alabama streets forty minutes for a West Hunter car. During this time at least four or five each of the Washington-Lakewood and Soldier's Home and about two McDaniel cars passed. Finally one West Hunter came but it was so packed that it could take no more passengers. After a while another one came and was equally as crowded but when the operator let a white passenger off he allowed about three of the fifteen or more Negro passengers waiting to squeeze in. After this no more stops were made to take on passengers until we had passed the terminal station. At Broad and Hunter the operator told the Inspector that he was loaded. Those of us who were the last to get on were really up front because it was humanly impossible to get back one inch. This particular car was actually packed from back to front.

Just before the Davis Street stop, an elderly man asked if he could get off the front because he could not get through to the back. The operator, in a very nast manner, told him 'No', and added that there was a sign telling him where he must leave the car. I involuntarily cried "why thats lousy mister!" He turned to me beligerently and snarled, "will you shut up!" Of course the man who wanted off was several stops beyond his when he finally made it to the back. When this stop was made several passengers got off and we could all move back just a wee bit. About two passengers got on and the operator and the operator yelled "Get back, Get back I say!" One man said in an unbelievably civil voice, "why, you don't have to talk to us like we were dogs!" The operator stopped the car, turned and demanded to know who said that. When the man told him, the operator took a pistol from his little black leather bag and ordered the man off the car at the point of this pistol. The man asked

for his car token and made his way to the back to get off while the operator still held the pointed gun. Of course many people bedame panicky and followed the man off the car for it was obvious that if one shot had been fired by the operator as he faced the entire car packed with people, many of them could have been killed instantly.

This was at Vine and Hunter and I rode as far as Hunter and Ashby where the car was stopped so close to a parked automobile that it was an awful squeeze for a person to get off. Someone called up front and asked the operator to move but he refused.

The number which the operator wore on his cap was 1193 and the West Hunter car left Broad and Alabama streets just about 6:25 p.m. on Thursday, July 5, 1945.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Incident, Chattanooga, Tennessee
Intra-Urban Bus Transportation

Date: June 10, 1945

Informant:

Reporter: Douglas Carter

Going from the west side of town to the east side, I boarded a 9th Street Bus around 5 P.M. I did not need to transfer, as this bus carried me direct. There were only two white persons on the bus when I got on. They were seated directly behind the operator. As there were no other seats available (some Negroes were already standing) I sat in the seat directly across from them, and in the short time thereafter, two young Negro women sat with me.

When the bus arrived at the transfer point (downtown) the operator made the statement that the first two seats (meaning the one I was in and the one behind him) were reserved for white people. Upon hearing this statement, the young women stood up, whereas I refused. He repeated the statement and I said nothing. He then left the bus and returned with the company's inspector. The inspector said nothing and left, coming back with two policemen.

They asked what the trouble was, and after finding out, asked me if I preferred standing or coming with them. I decided on the latter, and so they called the patrol car which carried me to jail on the charge of disorderly conduct.

In half an hour I was out on bond and was ordered to court the following day.

In court the judge asked the police and the operator what had happened. They gave fair statements. Then the judge asked me for a statement and I gave him the same facts. After making my statement, I asked two questions: had I broken a state law — the court gave me no answer — and the second: if I had been disorderly would the police have given me the choice of doing one of two things (meaning that it would have been their duty to arrest me if I had been disorderly, not letting me decide whether to come with them or stand up.)

The judge scratched his head, looked at me and said: "Aw,you know you were wrong, twenty-five and costs."

Mu - F

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Street Car Incident, Atlanta, Georgia Date: April, 1928

Informant:

Reporter: James O. Slade

A man, his wife, and two children boarded the Fair Street car at Fair and Ashby Streets. The Negro paid fares for his wife and one child. After the four were seated, the operator came to the man and requested another fare for the other child. The man explained that he had never paid fare for "the baby -- she isn't old enough." Operator said: "You're paying or getting off today." "No, I ain't," was the reply, and "I ain't getting off of here."

After some further exchange of words the operator proceeded to town. When the car was stopped at Spring and Mitchell Streets, the operator came to the rear of the car and said to the Negro, "Now, Nigger, what about that fare?" "I ain't paying no fare, I told you." The operator pulled the Negro to his feet and slapped him. With this, the wife and children proceeded immediately to the rear door where the man joined them. As the man stepped on the treadle, he said, "I'll get you for this." The door did not open. The operator's fist went to the man's face for this "insulting" remark. The woman stepped between the two men. Pushing the woman aside, the operator hit the woman a second or so later on her right breast.

A few seconds later, officers appeared on the scene and without questioning the Negroes loaded them and proceeded in the direction of the jail.

Mu-D

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Negro Bus Line (Dixie Hill) Date: September 7, 1945
3:00 P.M.

Informant:

Reporter: Douglas Carter

The bus (No. 1) left Hunter and Ashby Streets at 3:10 P.M. It was driven by Mr. John Lamar Moore. Between Hunter and Ashby Streets and the Lincoln Country Club (the end of the line) the bus stopped eight times.

At Hunter and Ashby Streets 17 people got on. Where it got half way between Ashby and Mason-Turner Streets on Hunter Street a lady called to the driver and he stopped to take her on.

At the first stop 2 persons got on
At the second stop 3 persons got on
At the third stop 2 personsgot off
At the fourth stop 1 person got off
At the fifth stop 3 persons got off
At the sixth stop 8 persons got off
At the seventh stop 3 persons got off
At the eighth stop 5 persons got off.

The bus arrived at the Lincoln Club at 3:25 P.M. Mr. Moore got out of the bus and began eating his dinner. He asked me to have some dinner and I said, "No, thanks." I asked him if he didn't know most of his passengers and he said he knew about one-half of them. I then told him that I had noticed that nearly all of his passengers said, "Thank you" when getting off the bus. He said yes, that the people were very nice.

We talked at random and as such he told me that the Suburban Bus Company had tried to get their franchise, but that with the advice of the Georgia Power Company they had been able to keep it and that it wouldn't run out for five years hence. He said that it was a good business and that he hoped they would be able to keep it.

On the trip back the bus left the Lincoln Country Club at 4:00 P.M.

At the first stop 4 got on, at the second 1 got on, at the third 2 got on, at the fourth one got on, at the 5th, 6th, 7th, 8th, and 9th none got on. At the 10th i got off and 9 got on. The bus arrived at Ashby and Hunter Streets at 4:10 P.M.

Where the bus left on the next trip at 4:15 P.M. there were 24 people seated and 19 standing.

<u>Note</u>: The bus has 24 seats. The fare is ten cents.
The schedule is: 6:30AM - 9:00 AM on the half hour
9:00AM - 5:00 PM on the hour
5:00 PM -8:00 P.M. on the half hour
8:00 PM -12:30 AM on the hour.

The driver (Mr. Moore) Was very courteous and spoke to every passenger when he got on with, "Hi you little lady," "Hello Mrs. Smith," etc.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Negro Private Bus Line Date: August 29, 1945

Informant: Fred Cox

Reporter: J. O. Slade

About five years ago the colored residents of Dixie Hill and Pine Acres petitioned for extension of bus or street car service to that area. Georgia Power Company answered to the effect that the population of this area was not adequate to justify the extension of their facilities as petitioned by the residents of Dixie Hill and Pine Acres.

Sigmond Cox, brother of the present owner of the bus line which operates between West Hunter street and Lincoln Cemetery, moved into the Dixie Hill section shortly after the petition for bus or street car service was denied. Sigmond Coxxbegan transporting people into the city in an old truck. Seeing the demand for some regular facility, he later began using a seven passenger car and his own personal five passenger car. After some weeks the two cars were replaced by an old model laundry truck and a station wagon.

"During the time I was operating this line,"Sigmond Cox says," we had no regular schedule, the drivers were unreliable and our machines were not in good shape. What's more I personally got tired of the people. They were complaining all the time, so I decided to turn it over to my brother. My brother has more patience with people."

Fred Cox, the brother began operating the service with two station wagons.

"After I had been out there for a little while, "Fred Cox says, "I got a call to come down to the Georgia Power Company. The man they sent me to see asked me: 'Do you want your bus line?' I'd like to keep it was my answer. 'Well, said the man, 'someone has filed an application for a franchise to operate out there where you are'. This man at the Power Company suggested that I get a lawyer to work things out for me. After I saw my lawyer a hearing was arranged. At the hearing the lawyer gave me a petition that I was to have signed by the people in the section where I was operating. The petition was to determine who the people wanted to serve them--some other person or me. I was instructed to get all the names I could and present them to the Public Service Commission."

Fred Cox made it clear that he was not hoodwinked by the Georgia Power Company. Cox learned that a Jew had filed application to serve the Dixie Hill and Pine Acres section about the time he was called in by the Power Company and offered advice on how to continue operation of his line. "They (the Georgia Power Company) were afraid if a Jew or white man took over that route, that pretty soon he would ask for the right of way into the city and they might have trouble stopping him from getting it. They knew I'd be satisfied to come to Hunter and Ashby, dump my load, take some back and bring some more. They will never worry about me, but I know they were protecting themselves all along."

When Fred Cox took charge of the bus line his fare was $.50 for fourteen rides. Some weeks later he adopted a punch card system good for eight rides at $.50 per card. He is using the punch card system at the present time (September 1945).

The two buses which are in operation on the Dixie Hill-Lincoln line at the present were purchased in April and May, 1944. The seating capacity of each is twenty four. Eight or ten can stand comfortable. The current bus schedule covers 17½ hours each day, from 6:30 A. M. to 12:00 midnight C.W.T. Buses run every ½ hour from 6:30 A.M. to 9:00 A. M. C.W.T. and from 5:00 P.M. to 8:00 P.M. C.W.T. During the other portion of the 17½ hour period the buses are scheduled for every hour.

"It may surprise you to know", commented Mr. Cox," that after we got to the place we could render good service, some Negroes tried to interfere with us by going to the Georgia Power Company and complaining about our service. They asked Georgia Power to give them service. Right after this happened,Georgia Power sent an inspector out to ride with me. He (the inspector) checked the trips, the loads, etc.

WWhen I heard from them (Georgia Power Company) next they asked me if I wanted a franchise. I knew I had the go sign then. That was about March, 1944.

"At the hearing for the franchise which was held at the Capitol, I was asked only two questions: 'Do you have any white passengers?' I said yes sir, a few. 'Where would you seat them when they ride?' I told them, in front. That was about all. They ordered my franchise.*

*Copy of the terms of franchise is attached.

Application No. 6382 Certificate Number 2099

Class "A"

March 14, 1944
Approved

March 31, 1944
Issued

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Issued to Fred Cox, DBA Dixie Hills Transportation

Address: 18 Leach Street, N. W.* Atlanta, Georgia

To transport passengers as herein limited on or along the following route in the State of Georgia, in accordance with the Rules and Regulations of the Commission of the Georgia "Motor Common Carriers Act of 1931", approved August 27, 1931:

For the transportation of passengers between the Lincoln Cemetery on Simpson Road and the Intersection of Ashby and Hunter Street, via Simpson Road and Ashby Street, with the following restrictions: For and during the period ending six months after the termination of the present war emergency and without the right to conduct charter trips. Also, said certificate holder shall be restricted against accepting passengers on or within 1000 feet of the now existing bus and/or street car routes of the Georgia Power Company for discharge at points on or within 1000 feet of said routes.

Randall

Secretary Chairman

Mr. D.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Negro Private Bus Line Date: August 15, 1945

Informant: W. H. Rhodes

Reporter: James O. Slade

~~Note:~~ Busses were owned and operated by Negroes in Atlanta, Georgia from 1922 to 1925. The routes traversed by these busses were virtually the same as those served by the Georgia Power Company (street cars) in predominantly Negro sections of the city. As many as 16 of these busses were in operation at one time.

The statement which follows was given by ~~W. H. Rhodes who was the president~~ an official of the Colored Jitney Bus Association, comprised of the owners (and operators) of the 16 busses:

"During the summer of 1922, I noted with interest a large number of jitneys for white people in operation here in Atlanta. It then occurred to me that there might be a possibility in this field for a Negro.

"I noticed all the traffic from Auburn Avenue to the west side. I didn't have any money, so I wondered if I could find a friend to help me start a line along that route (West Hunter-Ashby and Boulevard-Forrest street car line). I got with ~~N. Ingram~~ a man and we started with one Reo bus. We charged 7¢ for fare, and the taxi fellows began right away to kid us about that small fare.

"After a short time people suggested that we ought to have two busses, so we added another one.

"After seeing that we were One man having some success, a Negro other Negroes became interested in the same venture. ~~George Garner~~ started operating on the McDaniel Street line; ~~a man named Moon~~ another man started a bus on Fair Street; ~~John Williams~~ took over on Magnolia Street; ~~Paul Mitchell~~ One man got a bus and started serving the Frasier Street section. As I recall, there were two busses on each of these lines when we were going strong. On the Hunter and Ashby line where I was we operated six busses at one time. There was a total of about sixteen colored busses in the city before we were forced out of business.

"There was a white or Jewish man here ~~names Sam Schlesinger (white, possibly Jewish)~~ who was heading up an association of jitney owners. He seemed to have been in our corner. ~~Schlesinger~~ He purchased our permit for us. We got with him and then we started an organization which we called the Colored Jitney Bus Association. I was made ~~the president.~~

"To begin with I did not really sense the possibility of this thing, but after we put the second bus on the Hunter line, I began to see that we might have a gold mine. When we got going with sixteen busses running, each bus was averaging from $75 to $100 per day.

"All the owners came into the association. We started using little boys as conductors. We worked out a transfer system among ourselves. We would honor transfers from any of our lines.

"From the time we began to do well we had trouble with the police and Georgia Power Company. Our lawyer was ~~James L. Key,~~ later the mayor of Atlanta. ~~Key~~ He and Georgia Power Company were at odds.

"We were hailed into court on all kinds of charges and it was through our lawyer that we were able to carry on as long as we did.

"The City Council ruled that no vehicle with seating capacity of less than ~~sixteen~~ seventeen should operate on the streets of Atlanta. All of us had busses with seating capacity of less than sixteen.

"~~One~~ The Judge ~~Bell~~ made it very clear when our case came to court that we should not be forced out of operation in behalf of Georgia Power Company. He said whatever course is taken must be in contemplation of general welfare. Everybody operated under an injunction until our case came up in court.

"I had to personally appear against ~~Arkwright~~ a high official of Georgia Power Company in trying to protect our interests.

"~~Mr. Key~~ Our lawyer suggested that it may help our cause if we could get some outstanding Negroes to petition for the The Company Official continuation of our bus service. This we succeeded in doing, but at this hearing ~~Arkwright~~ offered to put into service busses and street cars to replace ours (busses) if they would take us off the streets. He ~~(Arkwright)~~ claimed that the busses operated by Negroes had caused the Georgia Power Company to lose money; had brought about the unemployment of operators and mechanics in his company. He ~~Arkwright~~ said further that he could not continue to be partially responsible for the upkeep of Atlanta streets if the city permitted these colored busses to continue operating.

"We had all kinds of trouble before the finish came. Some reference was made to the condition and appearance of some of our busses. Our opposition said that to have such vehicles on the streets of Atlanta was a disgrace. We noticed that Georgia Power Company or some other group hired some young white men to check our loads, trips, schedules, etc. at terminal points downtown. When we began operation the state license for each bus was about $20. Before we were taken off the streets in 1925 the license had gone up to about $75 per bus. The cost of city license was increased to $15 per year per seat on each bus. We were having to pay more than $50 per quarter for a bond to operate each bus. You see, they were putting the pressure on us from every angle. We fought it with everything we had. We asked some of our colored friends to help us to hold on after it became clear that they were trying to tax us out of operation on the one hand, and rule us out, on the other hand, by council and court action.

"~~Key~~ Our lawyer suggested that we incorporate to avert trouble with Georgia Power. ~~One Mr. I. G. Aycock~~ A white friend offered to aid us in incorporation. We were independent and some of the owners refused to organize in this way.

"The ruling of the city council that all jitneys be discontinued was shortly after upheld by the court. This action made the jitney bus license that each of us had invalid. Our last day of operation was March 8, 1945. I would not send my busses on the streets the next day. Some of the men continued operating the next day, but the policemen ran them in, arrested or made charges against them.

"~~Mr. Schlesinger,~~ The man who had gotten our permit ~~for us~~ in the beginning of the business and who stuck with us as a gobetween sold out in some way to Georgia Power Company. After we had gone out of business, he ~~(Schlesinger)~~ gave me some of the money he received from the Power Company.

"~~Key,~~ Our lawyer, told me after it was all over: '~~Rhodes, it~~ It isn't you they're fighting. They're worried about the possibility of some strong white northern or southern interests coming in and buying you out after you are well established. You see, if this should happen, they would have some real competition. This, they do not want.'

"I'll have to admit we were giving them plenty of competition. We could make our trips much faster than the street cars and the people liked to ride with us. If we got to a car stop just before the street car got there, sometimes every person there would load on our bus(ses), or if people waiting for street cars saw our busses two or three blocks behind the car, they would often let the car pass and wait on us. Some people liked our service on the West-Hunter-Ashby line because we took them nearer where they lived. The street car stopped at Hunter and Ashby Streets. We turned out Mason Turner, thence to Ashby, to Simpson, back to Mason Turner, to Ashby and to Hunter. From the intersection of Tatnall, Mitchell and Walnut Streets, we took the direct route to town down Mitchell Street. The street car ran out Tatnall Street, a more indirect route to the heart of the city. I think Georgia Power Company got its idea from us in routing the West Hunter-Ashby car down Mitchell Street to town.

"They were more worried about the Hunter line than any other. That was my line. In fact, the hearing at which we were ordered to cease operation involved only the Hunter line and as a result of it, the other lines were ordered to cease operation."

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Training of and Instructions to Georgia Power Company Operators

Date: September 11, 13, 1945

Informant: Mr. R. R. Edwards, Ass't. Transportation Manager, Georgia Power Company

Reporter: J. O. Slade

What is the duration of the training period for operators?

"We set up a six weeks' training period for all of our operators. After they have had this training, they are on probation for ninety days before they are considered regular employees."

Does your training course consist of more than the manipulation or operation of your carriers?

"Oh yes, we emphasize all of the fine points of courtesy, etc. We teach them our general rules and regulations. The course consists of demonstrations, lectures, pictures, and the like."

Do you incorporate in your course any special instructions pertaining to Negroes?

The reply on September 11: I'm not sure about that; I'll have to let you know tomorrow."

Note: The call was not made on the following day.

The reporter called Mr. Edwards on September 13.

Mr. Edwards' reply on September 13 was as follows: "Regarding that last matter we talked about the other day, I would rather not answer that question. I don't know how far-reaching the thing you are doing is, but (hesitantly, he said) I would just rather not answer that question.

"I hope the other information we have given you will be helpful.
"I am glad you called me."

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

Urban X INTERURBAN _____ (check one)

1. Date Sept. 14, 1945
2. Point of Origin _____
3. Destination _____
4. Mode of Transportation Street-car
5. Time 4:00 p. m.
6. Name of Observer Margaret Price
7. Line Capitol-Grant Park

1

2

The car was packed when I got on at the corner of Whitehall and Hunter, I could not see the seating arrangement of white and Negro passengers in the back, but the car was so crowded that it was impossible for the Negro passengers to move all the way to the back of the car. A Negro woman, nicely dressed, about 25 years old said laughingly:" You mean we can't get to the back?"--talking to the Negroes in front of her. The driver said: "Let's all move to the back, folks." The woman said again "I'm trying to move to the back, but we just can't get back there." "You'll get back there of get off this car," the driver replied. "I don't want to stay up here, but I can't get to the back," the woman said. It really was im-

3

4

possible for her or for the other Negro or white passengers to move any closer to the back. The driver said nothing more. At another stop, a Negro soldier and one or two other Negroes got on. They had to stand holding to the second post in the front of the car. The driver said nothing else, but he continued to look the situation over in the mirror.

At Central Avenue and Mitchell a Negro woman rang the bell to get off. She tried to get off the back, but saw that it was impossible, since she was standing so near the front. She looked to be about 50. The driver refused to let her off the front and started the car. She told him she simply couldn't get to the back to get off. He said again that she certainly wasn't going to gett off at the front--that he had instructions not to let colored people off at the front, and if she wanted to get off, she had to get off at the back. She said that it was impossible to get to the back--that he had packed the car like sardines--she hadn't asked him to put so many people on the car. White people standing near were muttering that the driver was being impossible--that it was silly not to let her off the front. The woman was getting emotional about the thing. A white man rang to get off, and when the driver opened the door for him, the woman got off, too. She said as she got off that she was going to report the incident to Mr. Arkwright, and she went to the front of the car and took the car number--10. The driver called down to her insolently that his name was _____(I couldn't catch what he said.)

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 9/11/45
2. Point of Origin _____
3. Destination center of city
4. Mode of Transportation _____
5. Time 9:00 p.m.
6. Name of Observer _____
7. Line Cooper St. Bus

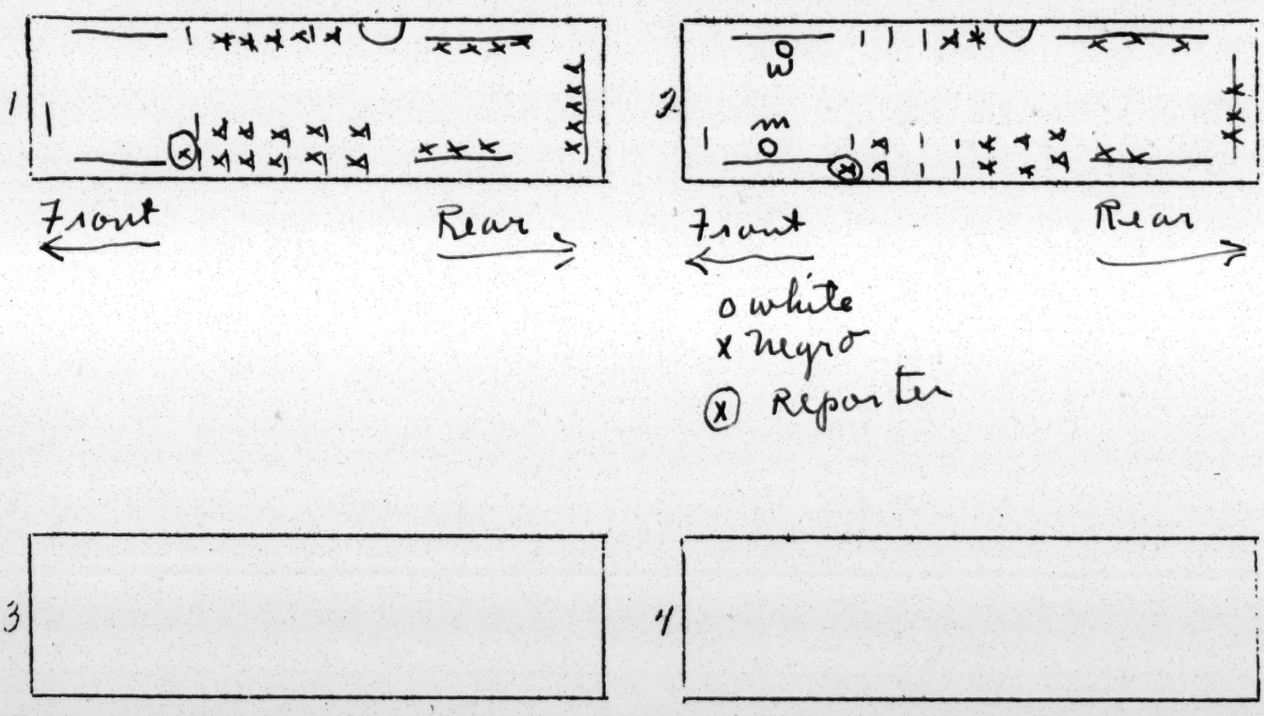


Diagram 1.
I boarded this bus with a number of colored passengers and took the seat (x) indicated. In Town the seating arrangement had changed to

Diagram 2. The white woman passenger remarked, "Why don't these colored people move back". (There were 10 seats on the side for the two white passengers) She asked the white man to make us move back. He did not say anything but spoke to the motorman, who came and requested that we move

(over)

inasmuch as there were vacant
seats available for white

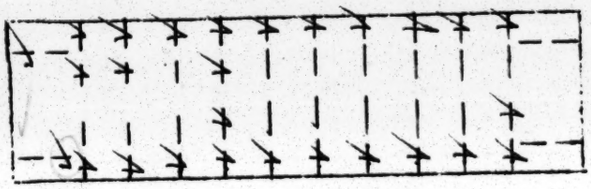
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/24/45
2. Point of Origin West Hunter
3. Destination Lake & Elizabeth
4. Mode of Transportation Street Car
5. Time 10:36 A.M.
6. Name of Observer Carter
7. Line Lower

1



2

The white man standing asked the Negro (man with circle around) to move in the next seat so he could sit down. The Negro refused telling the man that he was getting off shortly. The white man said nothing more. When the Negro got off the white man sat down.

3

* Blue for Negroes

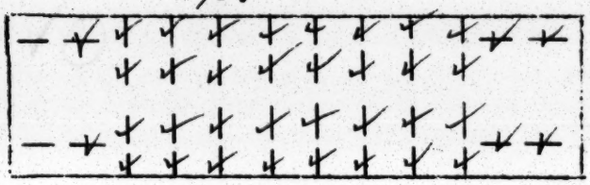
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/18/43
2. Point of Origin Fair & Gabbey
3. Destination Marietta & Broad
4. Mode of Transportation Street Car
5. Time 10:50 A.M.
6. Name of Observer Carter
7. Line Magnolia

No 204

1 

2

The Negro (with circle around) got on the car and sat besides the white man. The Negro did not realize that he was seated next to the white man. The white man after a minute or two got up and stood just behind the operator. The Negro looked at the man and after realizing what he had done started to get up, but finally smiled and remained seated. The white man remained standing.

3

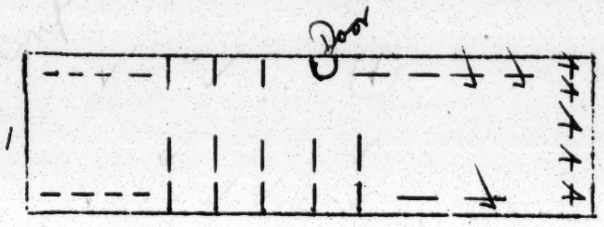
Blue for Negroes.

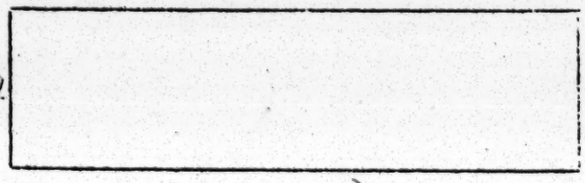
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

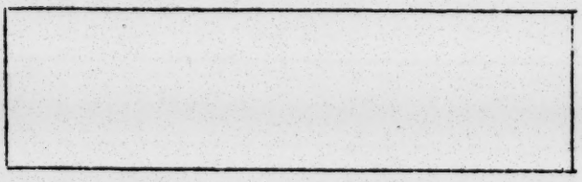
Urban ✓ INTERURBAN _____ (check one)

1. Date 8/16/45
2. Point of Origin Downtown Atlanta
3. Destination North of Barnett Avenues
4. Mode of Transportation Bus
5. Time 12:55 P.M.
6. Name of Observer Carter
7. Line Pine-Forest





The white lady (with circle around) sat on the long side seat with the negroes although there were other available seats in the front of the bus.



Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

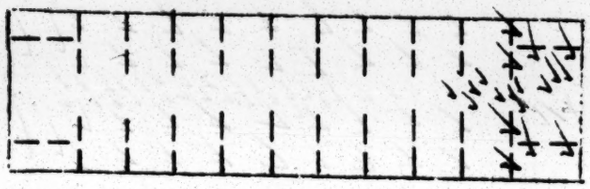
Urban ✓ INTERURBAN _____ (check one)

1. Date 8/8/45
2. Point of Origin Walton St. Bridge
3. Destination Marietta & Bolton
4. Mode of Transportation Street Car
5. Time 5:10
6. Name of Observer Carter
7. Line River

Car No. 870

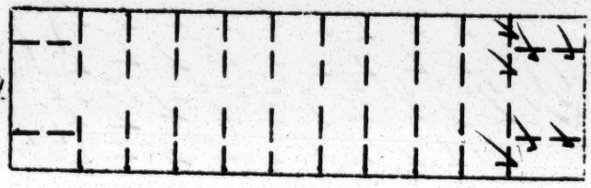
Time 5:10

1



Time 5:20 P.M.

2



At 5:20 P.M. one of the Negroes in the last regular seat on the left got off and a white man took the seat. He did not turn in a normal position, rather his back was to the Negro and his feet were in the aisle.
Note: There were seven (7) white men in the rear of the car at 5:20

3

4

*

Blue for Negroes

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

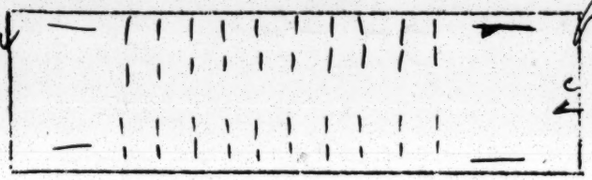
Urban ✓ INTERURBAN _____ (check one)

1. Date Aug. 8 1945
2. Point of Origin Rockwell and McDaniel
3. Destination Broad & Marietta
4. Mode of Transportation streetcar
5. Time 4:10 - 4:25 p.m.
6. Name of Observer Margaret Brin
7. Line McDaniel

Rockwell & McDaniel stop 10 - 2 type

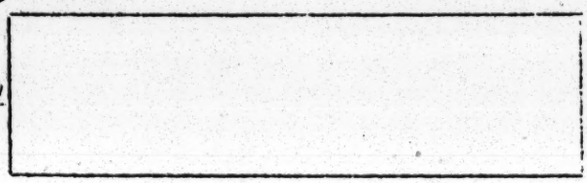
rear

1



front

2



There was no incident on this car. 2 white men got on before the car reached Broad and Marietta, and sat in 45 and 47.

3

4

✓ white

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date Aug. 8, 1945
2. Point of Origin Broad & Marietta
3. Destination McDaniel & Mary
4. Mode of Transportation streetcar
5. Time 3:45 - 4:00 p.m.
6. Name of Observer Margaret Prin
7. Line McDaniel Street

Broad & Marietta st. 10 - 2 type - 2 conductor

rear front

1

2

The car made up at Broad and Marietta, where three white people and 10 Negroes got on. The white people sat in seats 2, 3, and 45. The Negroes seated themselves both at the front and at the rear of the car. The car went through a Negro section. The Negroes left the car by the rear door.

3

4

✓ white

Form M
Number _____

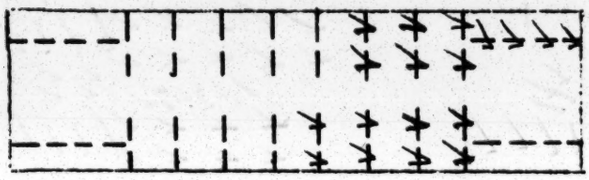
SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/2/45
2. Point of Origin Emory University
3. Destination Jordan West View
4. Mode of Transportation Street Car
5. Time 4:20 P.M.
6. Name of Observer Carter
7. Line Walker - Jordan

No 630

1



2

Four Negroes got on later and stood in front of the white people who were standing in the back. The motorman asked the passengers to move down the isle. Disregarding the pattern.

3

4

Blue for Negroes

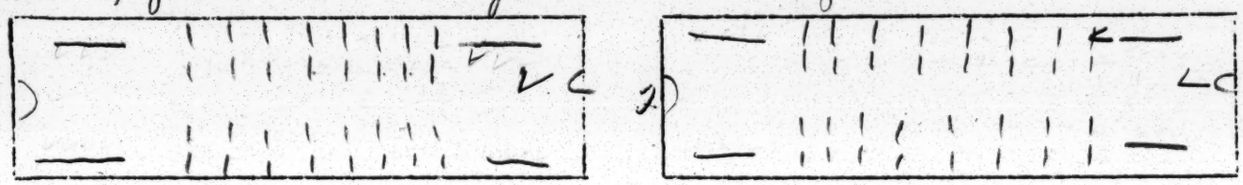
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

Urban X INTERURBAN _____ (check one)

1. Date Sept. 14, 1945
2. Point of Origin _____
3. Destination _____
4. Mode of Transportation street-car
5. Time about 3:00 p. m.
6. Name of Observer Margaret Price
7. Line West Hunter-Ashby

rear Fig. 1 front Fig. 2



When I got on the car at Five Points, I was the only white person on the car--figure 1. I stood at the front of the car until the first regular seat emptied, then I sat there. Other Negroes got on the car, and a Negro woman started to sit down by me, not realizing that I was white. She was almost sitting down when she realized that I was white--then she jumped up as though she had been shot, and the expression on her face looked shocked. I told her to sit down, which she did. A white man got on the car and stood at the front.--figure 2.

I noticed that even though there was only one white person, and later two, on

the car, the Negroes went to the rear door to get off--most of them--even those sitting in the front of the car. However, when we reached a predominantly Negro section, I noticed that some of the Negroes left by the front door, and the driver said nothing to them. Three got off when I did at Haynes and Mitchell.

✓ white

Note. There was a sign stretching all the way across the top of the car, one row of seats beyond the middle row, which said: "Please use Rear Exit"

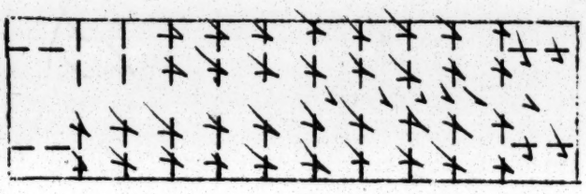
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

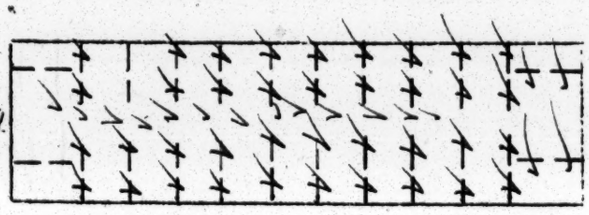
Urban ✓ INTERURBAN _____ (check one)

1. Date 8/27/45
2. Point of Origin Erwin
3. Destination West Hunter
4. Mode of Transportation Street Car
5. Time 2:15 P.M.
6. Name of Observer Carter
7. Line West Hunter

1



2



In number 2 the white lady refused to move up in the first regular seat on the right so Negroes sat down in front of her.

3

4

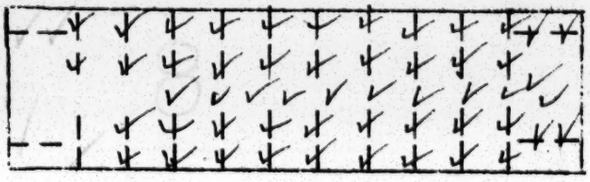
* Blue for Negroes

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/24/45
2. Point of Origin 5th & Elizabeth
3. Destination End Hunter St
4. Mode of Transportation Street Car
5. Time 12:25 P.M.
6. Name of Observer Carter
7. Line Hunter-Ashby

1 

2

3 The Negro lady who was standing (with circle around) asked the white lady in the first regular seat to move in the side seat on the left. The white woman refused whereas the Negro woman asked the white man in the side seat to move with the white woman where she could used the side seat. The white man told her that he was getting off shortly.

The white man got off at the next stop. The Negro lady asked the white woman to move again. This she refused. A Negro man in the third regular seat on the right (with circle around) told the colored lady to take the seat in front of the white woman. The Negro lady took this seat and (over) this

Negro man gave his seat to another colored lady and took the other side seat ~~a head of the~~ in front of the white woman.

The white woman said nothing and remained in her position until she got off at the Morris Brown College Stop.

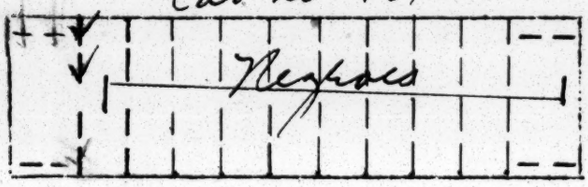
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

1. Date 8/2/45
2. Point of Origin Front & Bonhomme
3. Destination Hunter & Stafford Sts
4. Mode of Transportation Street Car
5. Time 11:50 A.M.
6. Name of Observer Carter
7. Line Hunter - Ashby

Car No 961

1 

2

This car was filled with Negroes with the exception of the first two regular seat on the left and both of the front side seats. The white person indicated on the chart would not move in the side seats empty. So two Negroes stood whereas the seats were empty. The white person sat across from the Negroes (directly).

3

4

Blue for Negroes

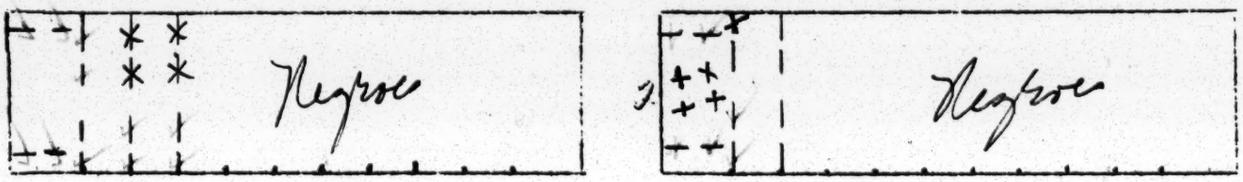
Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS, TRACKLESS TROLLEYS AND BUSSES

Urban ✓ INTERURBAN _____ (check one)

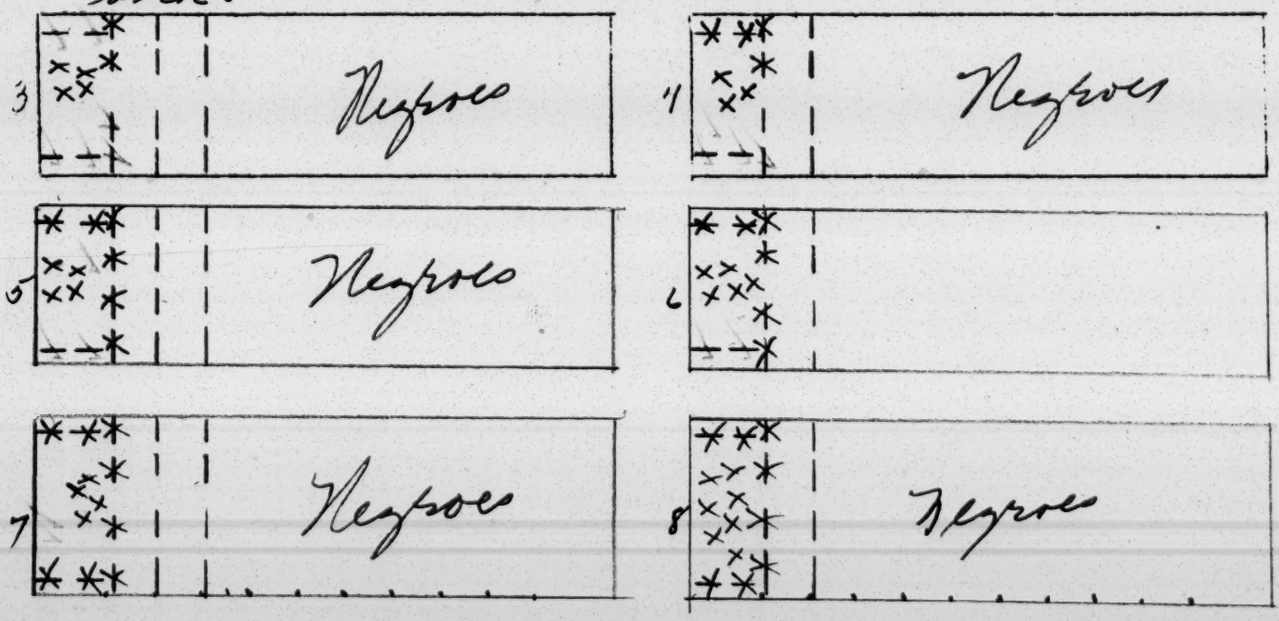
1. Date 8/1/45
2. Point of Origin Forest + Rod.
3. Destination Hunter & Hatford Sts.
4. Mode of Transportation Street Car
5. Time 4:55 P.M.
6. Name of Observer Carter
7. Line Hunter-Ashby

"Ten-two" type



Note how the races mingled in the same minutes under observation.

Between 5:07 and 5:10 between 95 and 100 Negroes were on the car. Seating Cap. is 48. The motorman told the passengers in front, "Push them back!"



at 5:04 P.M.

Blue for Negroes

SRC: Political + Civil Rights Study

MEMORANDUM

TO: Dr. George S. Mitchell

FROM: J. O. Slade and Peggy Holmes

SUBJECT: The study of political and civil rights in the Thirteen Southern states.

A preliminary and general examination of the sources and materials available in SRC office reveals that only inadequate or incomplete data are available. For some of the states in the Southern Region practically none of the information such as our schedule calls for can be found in our library and files.

We are herewith submitting to you for your approval a letter and a schedule which could be sent to one or two SRC Fellows in each state and to the executive secretary at each southern Urban League branch. In the event some of these persons fail to fill in and return the schedules, other means would have to be determined by the Council to get the complete information desired.

SRC - Political + Civil Rights Study

Southern Regional Council
63 Auburn Avenue, NE
Atlanta (3) Georgia

Mrs. Reba Hands, Executive Secretary
Urban League
411½ East 9th Street
Fort Worth, Texas

Dear Mrs. Hands:

The Southern Regional Council is attempting to gather information which will show the present level of selected services, procedures, and practices in the thirteen southern states. The first of our selected areas for study is that of the present status of political and civil rights in each state in the South. The information we desire by states (see enclosed schedule) would place us in position to rank the thirteen states on the basis of prevailing political and civil conditions.

We feel that the information we are herewith asking you to help us gather would be of considerable value. If you would be kind enough to collect and return to us data for the enclosed schedule the compiled information and publication of our findings should render the following results:

(1) Action by lower ranking states toward improvement in the area of political and civil rights.

(2) Efforts by higher ranking states to maintain their "superior" position, thus tending to raise the general level of community services and activities in the South.

(3) New or expanded services for minorities.

(4) Favorable publicity for states which meet standards and unfavorable publicity for those states which fall short of "standard".

(5) Abolition of many discriminatory practices which tend to interfere with progressive trends.

If you find it difficult or inconvenient to get answers to all questions in the schedule, we would be just as grateful to you for returning those facts which are readily ascertainable. Likewise we would appreciate your sending to us the names and addresses of any persons who and/or agencies which, may supply us with the information we desire.

If we are successful in getting data on political and civil rights for all thirteen states we shall be happy to make our compiled results immediately available to you. In the meantime, please do not hesitate to call on us for any services we are in position to render to you.

Sincerely yours,

Enc.

NOTES ON MEETING TO RELIEVE RACIAL TENSION IN GEORGIA
held at Butler Street YMCA August 27, 1946

Dr. R. L. Russell presided. Dr. Russell said that various civic organizations - Negro, white and Jewish - had been invited to send representatives to the meeting. The meeting was informal, with no particular organization in back or it.

Dr. Trigg said -
The chief thing is to see that the community reamins in control of the "good people", white and Negro. He suggested two things that the group might do:
(1) There should be a group of people who would be responsible for checking on rumors.
(2) There should be people who know where "trouble spots" are and they should be isolated.

Mrs. Tilley suggested -
That we find out plans of other organizations and try to put something together with other groups. She told about a meeting of the heads of sixteen white women's organizations to discuss plans to revive the Women's Society for the Prevention of Lynching. In 1940 the Society got every sheriff to sign a card promising to uphold the law in regard to prisoners; seventy-five thousand women promised that they would educate against lynching. Whenever a danger was sensed, the Society would go to their files and call the women in that area. Mrs. Tilley said that the Southern Regional Council is planning to call a group of Negro and white church leaders of the South together, that they might sit down together and discuss the situation.

Mr. Harper of the NAACP said -
That one of the sore spots would be the matter of organizing the plants in this area. Police officers visit the plants and try to intimidate the organizers as well as the workers. NAACP has been working on a nationwide basis for a Federal anti-lynching law. Mr. Harper believes the Negroes have a pretty good chance of getting justice in Federal courts. He suggested that the white people in the group contact their Congressmen and press for a Federal law against lynching. He said he feels that the problem is a job very largely of the white citizens, that white people and the white churches should make a bold stand. NAACP will join hands with anybody who will do anything to wipe out lynching and to better the State as a whole. Thinks the good Negroes and good white people should get together and can do so much better than the bad Negroes and bad white people.

The representative of the Chamber of Commerce's Committee on Race Relations said -
The committee has been primarily concerned in seeing if something can be done about the housing situation. So far, they have not found any solution. Still trying to evlove some plan to alleviate the situation.

Mr. John Paschall said that he came as a representative of the Atlanta Civitan Club. Suggested that the president of the club, who was present, express his views. The president said that he thinks it would be well to find out what has been done in other parts of the country and how effective it has been.

Dr. Boddie proposed three points-
(1) that the group pass resolutions.
(2) that a public meeting (interracial) be held at which the decent people will speak for unity.
(3) that a continuing committee be formed to see that the proposals are carried out.

A proposal was made by one of the members of the group that the body go on record to abide by the Constitution of the United States.

Mr. Palmer proposed -
That the Georgia Interracial Committee and the Southern Regional Council conduct a study and make down-to-earth recommendations to all civic organizations (Gavel Club) before any public meeting is called.

Mrs. Matthews asked if there is an adequate State anti-lynching law. Mr. Paschall said that there is an adequate State law inadequately enforced.

Mr. Paschall said -
The group should not undertake a long range program, and that it cannot solve the race problem at once, but that it should do anything possible to allay fears, quiet rabble rousers, and get the decent citizens together to take a stand for law and order and justice. Since only two civic clubs out of nine were represented, he thought it would do harm rather than good to pass a resolution at that time in favor of a Federal anti-lynching law. He thought the group ought to get a representative group of citizens together.

Mr. Palmer asked that no publicity go out at this time. He also asked if a report could be compiled about laws and methods that have been used in other places within a fairly short time to go before the Gavel Club.

Mr. Sanford (?) ———— said -
that the problem could be solved only with understanding and respect between the races. He said that his prisoners were acutely aware of the feeling and tension outside the prison walls.

Dr. Borders suggested -
That first within the group the members hsould have sufficient respect for each other to allow each member to express honestly what he feels. He questioned whether the group should make more surveys or put into execution what it already knows. He suggested that in some way the group get in touch with Mr. Talmadge and get him to make a radio talk and do something to help the rpoblem.

Mr. Stoddard of the Atlanta World suggested -
that the only way to stop lynching is to apprehend and convict the people who commit murder. He said that the group ought to see what the status of the Walton County case is and try to bring some pressure to bear to see that it is more vigorously prosecuted.

Mr. Warwick suggested -
That the key to the trouble is law enforcement ant that there have been techniques developed for police training in handling minority problems and group tensions. He suggested that the civic clubs of Atlanta insistantly press for a concerted training of the police force. There have been several cities that have adopted training programs.

Mr. McCallister said -
That there were enough people present at the meeting with influence to put a stop to members of the police force belonging to the KKK. He said until we can get a condition where a police officer cannot belong to the KKK and wear his badge nobody Atlanta is safe.

In conclusion Dr. Russell made four proposals -

(1) Let the Interracial Committee and the Southern Regional Council make a study and take the findings before the civic clubs of Atlanta.

(2) The group would bring pressure to bear upon the Mayor and officials in regard to police officers belonging to the KKK.

(3) Form a committee of a few (possibly not over three) to go to Walton County and try to find out what is being done. Show that the group is in back of the investigators. (This proposal was objected to from the floor as being useless.)

(4) Somebody contact Talmadge.

Dr. Boddie proposed a resolution that the group is opposed to lynching. It was suggested from the floor that the proposal be amended to make it a resolution against murder. Mr. Warwick said that since the group is not official, has no chairman, is not representative, it is in no position to make a resolution against lynching. Dr. Boddie's proposal was dropped.

Bishop Fountain agreed with Dr. Borders that the group should get in touch with Mr. Talmadge.

Dr. Russell called for the presidents of the civic clubs of Atlanta to meet with him in his office for further discussion before further steps are taken by the group.

AREAS OF RACE FRICTION IN ATLANTA

Some of the areas of race friction and misunderstanding in the City of Atlanta are listed below. After reading over the list, add any other items which you consider important. After that, please indicate what you would consider to be the three most important areas in the order of their rank by writing the numerals 1, 2, 3, in the appropriate spaces at the right.

		Rank
I.	STREET CARS AND BUSSES	_____
II.	RELATIONS BETWEEN POLICE AND NEGROES	_____
III.	BUSINESS AND SHOPPING CONTACTS	_____
IV.	CONTACTS BETWEEN RACES ON JOBS	_____
V.	COMPETITION FOR JOBS	_____
VI.	POLITICS AND ELECTIONS	_____
VII.	NEGRO VETERANS' DEMANDS FOR BETTER OPPORTUNITIES	_____
VIII.	NEGROES MOVING INTO WHITE NEIGHBORHOODS	_____

OTHER AREAS:

IX.	.....	_____
X.	.....	_____
XI.	.....	_____
XII.	.....	_____

SCHEDULE

A ~~QUESTIONNAIRE~~ ON AREAS OF RACE FRICTION AND MISUNDERSTANDING

Some of the areas of race friction and misunderstanding in this community are listed below. After carefully examining the entire list of areas, please check the areas which, in your opinion, are the more common and general sources of race friction and minunderstanding.

Note: Check items A, B.,C, etc., in 1,2,3 order; for example, if you consider item B the leading area of friction and misunderstanding, place 1 on the line next to that area. Rank other areas in order of less importance in 2, 3, and 4 order. If two areas have the same importance use the same number for the two items. Place a zero (o) next to areas which, according to your thinking, contribute little or nothing to race trouble.

A. ~~Train,~~ street car, and bus transportation _____

B. The police--their methods of dealing with the Negro; the public distrust ~~for~~ of the police _____

C. Methods of administering justice in the police court _____

D. The existence and activities of organizations (such as the Ku Klux Klan) designed to intimidate and/or oppress minority groups _____

E. Race-baiting and trouble-mongering politicians _____

F. Demagogues _____

G. Personal Negro-white relations, on jobs, in business transactions, etc. _____

H. The Negro's recently achieved right to vote in the "white primary" of Georgia _____

I. Opposition to the presence of the Negro in America; the view that he should be excluded from the American scene _____

J. Job competition between the races when employment opportunities are few _____

K. Inadequate income for the masses of workers and unsatisfactory employment _____

L. The low level of education for both races _____

Lack of wholesome recreational opportunities, especially for Negro youth

M. Insufficient or limited cultural contacts between the "better elements" of both races ____

N. Increasing demands of Negro veterans for fair and impartial treatment, and for integration into the political and economic life of the community &

O. The unwillingness of many fair-minded and "liberal" white persons to exert their influence in attempting to convert the rather hostile members of the white race to the cause of fairness and justice for all people ____

P. The failure of influential and sympathetic white persons to openly oppose unfairness and injustice to Negroes for fear of loss of status in the white group ____

Q. Deceitfulness among Negroes, frequently caused by, or resulting from, their attempt to gain special favors from white persons ____

R. The large proportion of Negroes in the total population of the South as a threat to the dominant white race ____

T. Rumors of incidents of race friction ____

Note: Other possible causes or sources of race friction and misunderstanding are probably more psychological than "real". These include beliefs, attitudes, fears, suspicions, and the like.

Check each of the following areas, as above, in 1, 2, 3 order of importance as racial psychological "sore spots."

A. The fear of the Southern Negro's intrusion in areas which have been, and are, dominated by whites; for example, holding political office ____Y

B. The fear that Negro veterans will resort to violence and indiscretions in order to receive a larger share of America's rights and benefits ____

C. The fears and suspicions which many Negroes manifest toward white people as a whole ____

D. General fear and distrust of the Negro race as a group ____

E. The belief that the Negro is incapable of exercising moral and social restraint ____

F. The belief that the Negro is criminal by nature ____

G. The belief that the Negro is mentally inferior and thus should "stay in his place" ____

H. The belief that the Negro is too emotional to make normal adjustment to American life _____

I. The feeling on the part of many white persons that individual Negroes and/or ceftain classes of Negroes expect too much freedom and prerogative in the South _____

J. The fear that the Negro wants "social equality" (freedom to intermarry, etc.) _____

K. The feeling that Negroes are generally incapable of full and intelligent participation in the affairs of government _____

Please list and rank other areas of race friction and misunderstanding.

Considering the three leading areas of race friction and misunderstanding separately, state specifically what you consider the most practical means of alleviating and/or eliminating the conditions which give rise to friction and misunderstanding.

Some of the areas of race friction and misunderstanding in the City of Atlanta are listed below. After carefully examining the entire list of areas, please check the three (3) ~~leading~~ areas which, in your opinion, are the leading sources or causes of race friction and misunderstanding. After checking these three (3) areas, rank each area (1, 2, 3, 4, 5) in order of its relative importance as a source or cause of race friction and misunderstanding. If you impute the same importance to any two (2) of the three (3) items use the same rank number for the two items.

Add any other to the list and rank

Space is provided at the end of the nine (9) listed areas. Please list and rank any other important ~~important~~ areas not included in the schedule.

I Street cars and busses _____

II Relations between police and negroes _____

III Business and shopping contacts _____

IV Mixing of races on jobs _____

V Competition for jobs _____

VI Politics and elections

VII Negro veterans' ~~growing~~ demands for better opportunities

~~VIII Large Negro population~~

VIII Negroes moving into white neighborhoods

IX Other areas

PUBLIC POLL ON AREAS OF RACE

FRICTION IN ATLANTA

Purpose of Poll

A. To get the opinions of a cross section of the population of Atlanta, white and colored, on three questions:

(1) Are the white and colored people in Atlanta getting along better or worse now than they were before World War II?

(2) What is the main cause of trouble between the white and colored races in the city?

(3) What do you think ought to be done to bring about better understanding and harmony between the races in Atlanta?

B To inform the public: To utilize these opinions for the execution and promotion of programs designed to remove, or, at least, reduce basic causes of interracial antagnonisms.

Method of Polling

In the total sample of 400 colored persons and 395 white persons who gave answers to the three questions in the public poll on the areas of race friction in Atlanta, there were residents of each major section of the city and each major borough comprising Greater Atlanta.

The white and colored samples were nearly equally divided by sex. There were 205 males and 195 females in the colored sample; 191 males and 204 females in the white sample. In the colored sample were 47 veterans; in the white sample there were 53 veterans.

The great majority of informants in the total sample of both races were between 20 and 40 years of age. The 41 to 55 years of age group was second in size, and the 56 years and over group was the smallest.

Persons of all major occupational classes were questioned. Included in the total sample was a small number of college upper-classmen.

The poll was conducted during late 1946 and early 1947.

Most of the persons questioned were contacted on streets and in public places. Others were questioned at places where they were employed. There was no house-to-house canvass.

After a brief statement of the nature and purpose of the poll was made to each of the 795 (would-be) informants, the investigator would pose the questions. The time consumed in answering questions was left entirely to the informant. All answers were transcribed on individual cards in the language of the person giving the information.

In classifying the great variety of causes of, and solutions for, interracial trouble in Atlanta similar "causes" and "solutions" were placed in appropriate categories, thus reducing the number of categories and increasing the size of many of them.

The data gathered were placed in tables, which tables were the basis for the following analysis.

PUBLIC OPINION POLL ON THE AREAS OF RACE FRICTION

IN ATLANTA

In the poll on areas of race friction in Atlanta, 395 white persons were asked three questions. The first of these questions was: "Are the white and colored people in Atlanta, in your opinion, getting along better or worse now than they were before World War II?"

In the total sample every other person questioned (53.7%) said the two races were getting along worse since the war. About one out of every seven persons (13.9%) thought the colored and white races in the city were getting along better since the lastWorld War. One person out of every five (20.7%) was of the opinion that no change was apparent; in other words, conditions were the same. Forty-six of the 395 persons, or slightly more than one of every ten persons, said "I don't know" or refused to answer the question.

A breakdown of the answers to the first question by sex showed very little difference in percentage of "worse", "better", "same" and "no answer or refusal" distribution, that is, the percentage distribution of each sex was about the same for each category as the percentage distribution for the total sample including both sexes. The one exception here was in the last category in which almost three times more females than males said, "I don't know" or refused to answer the question.

When the 395 informants were grouped by approximate ages, it was found that 194 of them were between 20 and 40 years; 123 were in the 41 - 55 year age group, and the remaining 78 persons were 56 years of age and over.

Approximately six out of every ten persons (58.8%), ages 20 - 40 years, believed that the whites and Negroes in Atlanta were getting along worse

since the war as compared with about five out of 10 (48.8 and 48.7 percent respectively) for the two other age groups. The percentage of those who answered "better" was highest for the "old age" group; lowest for the "young" group. The "middle aged" group carried the largest percentage of persons who said conditions were the same while about the same percentage of the other age groups answered "same". There was very little difference in the age group percentages of persons who gave no response to question one in the poll.

The second question in the poll on areas of race friction was: "What is the main cause of trouble between the white and colored people in the city?" The answers received were grouped in fourteen categories.

The four causeswwhich topped the list (see table) and accounted for a total of 203, or more than ~~over~~ one half of all answers, were as follows.

		Number	Percent
1.	Agitation by politicians, liberals, meddlers, Jews and the newspapers. Too much talk. Talmadge influence	58	14.7%
2.	Tension resulting from the war...increased aggression by Negroes. Increase in wages for Negroes and less segregation and more mixing of races during war	57	14.4%
3.	Increasing independence of Negroes, their feeling that they are as good as, or better than, whites; their refusal to stay "in their place"	50	12.6%
4.	A belief in white superiority, tradition, ignorance, the desire to "keep Negroes in their place"	38	9.6%

When the answers of non-veteran males were combined with the answers of veterans, the number of males and females who gave the four answers above was approximately the same. Ten of the 53 veterans questioned said "tension resulting from the war, etc." was the main cause of trouble between the races in Atlanta. This was the largest single number of veterans in one category, the next highest number (nine) having said that "agitation by politicians, etc." was the chief cause of trouble.

Twice as many females in the sample said the main cause of racial trouble was "Mutual dislike, lack of understanding, prejudice of both races", and over two times as many females gave no answer or refused to answer the second question. While only 18 informants considered "Economic reasons, job competition, poverty and increased economic security for Negroes" as the cause of racial trouble in the city, 14 of these were males.

"What do you think ought to be done to bring about better understanding and harmony between the races in Atlanta?" The answers given to this question, the third and last question, were grouped in eleven categories.

The four leading solutions below, excluding the "I don't know" or no answer category, accounted for a total of 241 answers, or 61% of the 395 persons questioned.

		Number	Percent
1.	Better educational and economic opportunities for Negroes. Education of both races. Better housing, health, etc. Christian education.	116	29.4%
2.	"I don't know" or no answer.	85	21.5%
3.	Whites should not patronize Negroes. "We should keep Negroes in 'their place'". "We should maintain the white primary." Stop outside interference.	48	12.1%
4.	Treat Negroes as human beings. Accord them proper respect. Tolerance. Mutual understanding. Good will.	47	11.9%
5.	Get rid of rotten politicians and the white primary. Decent state government. Allow Negroes to vote.	30	7.6%

The other six categories not listed here carried less than 20% of the suggested solutions for race friction and misunderstanding.

Combining veterans and other males and comparing their answers with those given by females, it was found that, for the most part, the answers to question three given by males and females in each category amounted to approximately the same number. Thirteen more females than males, however, fell in the "I don't know or no answer" class, while in the two small categories favoring "Stricter zoning, segregation, better housing" and "Colonization of Negroes", as solutions, the males were in pronounced majority.

The percent of veterans who said "I don't know" or refused to answer was about the same as the percent of females in this same category. However, one out of three veterans proposed "Better educational and economic opportunities for Negroes. Education of both races. Better housing, health, etc. Christian education." In the sample of 204 females, 138 non-veterans and 53 veterans (totalling 395), it seems significant that more persons offered this answer as a solution than any other.

Atlanta Street Poll. Table ___

Question 1. WhiteSample

Distribution of the opinions of 395 white persons on the question: "Are the White and Colored people in Atlanta getting along better or worse now than they were before World War II?"

	TOTAL		MALES		FEMALES	
Answer	Number	Percent	Number	Percent	Number	Percent
Worse	212	53.7	105	54.9	107	52.45
Better	55	13.9	28	14.7	27	13.23
Same	82	20.7	45	23.6	37	18.14
"I Don't Know or No Answer	46	11.7	13	6.8	33	16.18
	395	100.0%	191	100.0%	204	100.0%

Age Distribution of 395 White Persons on Opinion:

"Are the White and Colored People in Atlanta Getting Along Better or Worse Now than They Were Before World War II?"

APPROXIMATE AGES	TOTAL		WORSE		BETTER		SAME		NO ANSWER	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
20 to 40 yrs.	194	100.0	114	58.8	21	10.8	34	17.5	25	12.9
41 to 55 yrs.	123	100.0	60	48.8	17	13.8	34	27.6	12	9.8
56 yrs. and over	78	100.0	38	48.7	17	21.7	14	18.0	9	11.6
TOTAL:	395		212		55		82		46	

Question 2. White Sample

WHAT IS THE MAIN CAUSE OF TROUBLE BETWEEN THE WHITE AND COLORED PEOPLE OF THE CITY?

Answers	Number	Percent
1. Agitation by politicians, liberals, meddlers, Jews and the newspapers. Too much talk. Talmadge influence.	58	14.7
2. Tension resulting from the war—increased aggression by Negroes. Increase in wages for Negroes and less segregation and more mixing of races during the war.	57	14.4
3. Increasing independence of Negroes, their feeling that they are as good as, or better than, whites; their refusal to stay "in their place".	50	12.6
4. A belief in white superiority, tradition, ignorance, the desire to "keep Negroes in their place".	38	9.6
5. Mutual dislike, lack of understanding, prejudice of both races.	36	9.1
6. "I don't know" or no answer.	36	9.1
7. Outside interference by Yankees, the New Deal, people who do not know how to deal with Negroes.	31	7.8
8. Increased protection of the Negro under the law. More freedom for Negroes. Resentment of whites to Negroes voting. People higher up favoring Negroes.	27	6.9
9. Economic reasons, job competition, poverty and increased economic security for Negroes.	18	4.6
10. Lack of education, whites and Negroes.	18	4.6
11. Inadequate housing, overcrowding, poor zoning, poor eating facilities, etc. Selling white homes to Negroes.	11	2.8
12. Hate organizations, KKK, Columbians, etc.	8	2.0
13. The jealousy of poor whites to Negro's advancement.	4	1.0
14. Negro crimes against each other, rape, etc.	3	.8
TOTAL	395	100.0

Question 3. White Sample

WHAT DO YOU THINK OUGHT TO BE DONE TO BRING ABOUT BETTER UNDERSTANDING AND HARMONY BETWEEN THE RACES IN ATLANTA?

ANSWERS	NUMBER	PERCENT
1. Better educational and economic opportunities for Negroes. Education of both races. Better housing, health, etc. Christian education.	116	29.4
2. "I don't know" or no answer.	85	21.5
3. Whites should not patronize Negroes. "We should keep Negroes in 'their place'". "We should maintain the white primary." Stop outside interference.	48	12.1
4. Treat Negroes as human beings. Accord them proper respect. Tolerance. Mutual understanding. Good will.	47	11.9
5. Get rid of rotten politicians and the white primary. Decent state government. Allow Negroes to vote.	30	7.6
6. Stricter zoning, segregation. Better housing.	26	6.6
7. Colonization of Negroes.	16	4.1
8. Discourage agitation, rumors, "empty talk". Let whites and Negroes of the south get together and attempt to solve their own problems.	10	2.5
9. Race friction inevitable.	6	1.5
10. Deal harshly with the Negroes. Kill some or all of them. "Kill a few Jews".	6	1.5
11. All others.	5	1.3
TOTAL	395	100.0%

Negro-Sample

PUBLIC POLL ON AREAS OF RACE FRICTION

IN ATLANTA

To determine what effect World War II had upon public thinking on race relations, 400 colored persons were asked this question:

"Are the white and colored people in Atlanta, in your opinion, getting along better or worse now then they were before World War II?"

Of the total number questioned, 75.75 percent or 3 out of every four persons, said the two races were getting along "worse" since the war. Those who were of the opinion that the races were getting along "better" since the war accounted for 14.75 percent of the total. Only nine percent of the sample persons questioned said race relations were the "same" since the war.

Of the 205 males who were approached with the question above, slightly more than 70 percent said "worse".

Approximately 20 percent of the men in the survey viewed the race relations situation as "better". Almost nine percent of the male informants said the situation remains the "same".

Four out of every five, or 81.54 percent, of the female informants offered the opinion that the white and colored people in Atlanta are getting along "worse". Less than 10 percent of the women in the sample were of the opinion that race relations were "better" since the war. About nine percent of the women questioned said race relations in Atlanta were the "same" since the war.

When the 400 informants (males and females) were grouped by approximate ages, 20 - 40 years, 41 - 55 years, and 56 years and over, the sample for each age group roughly followed the pattern of the total sample where age was disregarded. Particularly was this true in the percent of "worse" answers for each age group.

Seventy-six percent of the 20 - 40 age group, approximately this same percent (76%) of the next age group, and 71 percent of the 56 year and over

group, said race relations were "worse" in Atlanta now than they were before the war.

The second question in the public poll was: "What is the main cause of trouble between the white and colored people in the city?"

One out of every six or seven colored persons (15.5 percent) explained that the main cause of trouble was the "Whites' fear and/or dislike of the progress of the Negro."

Eighteen different answers were given by colored persons as the cause of interracial trouble in Atlanta. Four of these answers (see below) accounted for one half (49.25 percent) of the total answers.

	Number	Percent
1. Whites' fear and/or dislike of the progress of the Negro.	62	15.5%
2. The white supremacy idea.	59	14.75%
3. Race prejudice, hatred, fear.	48	12.0%
4. War and its aftermath: Negroes treated better in foreign countries expect and/or demand a larger share of democracy at home. White resentment to Negro veterans.	28	7.0%

Approximately one out of every 20 persons fell in each of the following categories of the causes of trouble:

"Segregation and race discrimination"

"Election of Talmadge and the hatred stirred up during his campaign."

"Ignorance and the lack of education of both races."

"Whites' fear and misunderstanding of 'social equality'"

Forty of the 195 females who were questioned said that "Whites' fear and/or dislike of the progress of the Negro" was the chief cause of interracial trouble. Only twenty two of the 205 males (including veterans) questioned gave this same answer. This answer was also the most popular for veterans, nine of the total of 47 veterans being in this category with the other veterans distributed

in eleven categories. Only six colored veterans said interracial trouble in Atlanta was a result of "war and its aftermath."

The last question answered by 400 informants was: "What do you think ought to be done to bring about better understanding and harmony between the races in Atlanta?"

Seventy persons, almost one in every five, said "Equal rights and equal justice" is the solution. Close behind equal rights and equal justice came "Interracial meetings and opportunities for association so that whites and Negroes may come to know each other better". This solution was cited 68 times. More than one in every three persons gave the two solutions above for interracial trouble in the City of Atlanta. Ranking third and fourth in number of times cited were:

"Education, formal and interracial" (cited 57 times), and

"Better government officials, better policemen and police protection", (cited 33 times)

Considerably more than one half of the total (228) persons questioned fell into one of the first four categories. Other persons were rather generally distributed in the sixteen remaining categories.

Examination of the total sample by sex revealed no significant leanings or opinions peculair to either males or females. Sixteen of the 47 veterans, however, favored either "interracial meetings, etc." or "education" as the best means of bringing better understanding and harmony between the races. Since the next highest number of veterans (six) offered "equal rights and equal justice" as the solution, it can be seen that they were in general agreement with the larger non-veteran portion of the sample with reference to the most promising cures for the ailment of racial misunderstanding.

Atlanta Street Poll. Table ___

Question 1. Colored Sample

Distribution of the Opinions of 400 Colored Persons on the Question: "Are the White and Colored People in Atlanta Getting Along Better Or Worse Now Than They Were Before World War II?"

Answer	TOTAL		MALES		FEMALES	
	Number	Percent	Number	Percent	Number	Percent
Worse	303	75.75	144	70.24	159	81.54
Better	59	14.75	40	19.51	19	9.74
Same	36	9.0	19	9.27	17	8.72
No Answer	2	.50	2	.98	0	.00
TOTAL:	400	100.00	205	100.00	195	100.00

Age Distribution of 400 Colored persons on Opinion:

"Are the White and Colored People in Atlanta Getting Alonge Better

Or Worse NOW than They Were Before World War II?"

APPROXIMATE AGES	TOTAL		WORSE		BETTER		SAME		NO ANSWER	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
20 to 40 yrs.	293	100.0	223	76.10	47	16.04	22	7.51	1	.35
41 to 55 yrs.	86	100.0	65	75.57	9	10.46	11	12.79	1	1.18
56 yrs. & over	21	100.0	15	71.44	3	14.28	3	14.28	0	.00
TOTAL:	400		303		59		38		2	

Atlanta Street Poll

Question 2. Colored Sample

WHAT IS THE MAIN CAUSE OF TROUBLE BETWEEN WHITE AND COLORED RACES IN THE CITY?

ANSWERS	NUMBER	PERCENT
1. Whites' fear and/or dislike of the progress of the Negro.	62	15.5
2. The white supremacy idea	59	14.75
3. Race Prejudice, hatred, fear	48	12.0
4. War and its aftermath: Negroes treated better in foreign countries expect and/or demand larger share of democracy at home. White resentment to Negro veterans, etc.	28	7
5. Mutual fear, prejudice and misunderstanding.	28	7
6. Lack of justice and equal rights, including poor police protection and brutality.	25	6.24
7. Segregation and race discrimination.	23	5.75
8. Election of Talmadge and the hatred stirred up during his campaign.	22	5.5
9. Ignorance and the lack of education of both races.	20	5
10. Whites' fear and misunderstanding of social equality.	20	5
11. Treatment of Negroes on street cars and busses.	16	4
12. Economic conditions.	13	3.25
13. Negroes bring trouble on themselves.	7	1.75
14. Housing.	6	1.5
15. The question of political rights.	6	1.5
16. Whites' failure to understand the Negro.	5	1.25
17. Low class of whites and Negroes, too, are responsible for the trouble.	5	1.25
18. All others.	7	1.75
TOTAL	400	100.0%

Atlanta Street Poll

Question 3. Colored Sample

WHAT DO YOU THINK OUGHT TO BE DONE TO BRING ABOUT BETTER UNDERSTANDING AND HARMONY BETWEEN THE RACES IN ATLANTA?

ANSWERS	NUMBER	PERCENT
1. Equal rights and equal justice.	70	17.5
2. Interracial meetings and opportunities for association so that whites and Negroes may come to know each other better.	68	17
3. Education (formal and interracial)	57	14.25
4. Better government officials (including the gov0 ernor) better policemen and police protection.	33	8.25
5. Christianity (including brotherhood)	29	7.25
6. Organization and cooperation among Negroes.	18	4.5
7. More cooperation between whites and Negroes.	17	4.25
8. Integration of minority groups into government and public service, including colored policemen for Negro sections and colored street car and bussoperators in predominantly Negro sections.	12	3
9. Better economic conditions, better housing and living conditions.	11	2.75
10. Decrease in segregation.	11	2.75
11. Avoidance of contact between whites and Negroes.	11	2.75
12. Whites should seek to understand the Negro and what the Negro wants.	10	2.5
13. Federal laws and action and a more strict enforcement of the laws we already have.	9	2.25
14. Get rid of race prejudice and discourage jealousy between whites and Negroes.	8	2
15. Get rid of the whites.	6	1.5
16. Interracial good-will radio broadcasts and propaganda for better race relations.	5	1.25
17. Colored people should speak to whites in such a way as not to cause trouble.	5	1.25
18. Get rid of the white supremacy idea.	4	1
19. Select only broad and tolerant leadership.	3	.75
20. All others.	13	3.25
TOTAL;	400	100.00%

WHAT IS THE MAIN CAUSE OF TROUBLE BETWEEN THE WHITE AND COLORED RACES IN THE CITY?

Answers	Number	Percent
1. Whites' fear and/or dislike of the progress of the Negro.	62	15.5
2. The white supremacy idea.	59	14.75
3. Race prejudice, hatred, fear.	48	12.0
4. War and its aftermath: Negroes treated better in foreign countries expect and/or demand larger share of democracy at home. White resentment to Negro veterans, etc.	28	7.0
5. Mutual fear, prejudice and misunderstanding.	28	7.0
6. Lack of justice and equal rights, including poor police protection and brutality.	25	6.25
7. Segregation and race discrimination	23	5.75
8. Election of Talmadge and the hatred stirred up during his campaign.	22	5.5
9. Ignorance and the lack of education of both races.	20	5.0
10. Whites' fear and misunderstanding of social equality.	20	5.0
11. Treatment of Negroes on street cars and busses.	16	4.0
12. Economic conditions.	13	3.25
13. Negroes bring trouble on themselves.	7	1.75
14. Housing.	6	1.5
15. The question of political rights.	6	1.5
16. Whites' failure to understand the Negro	5	1.25
17. Low slass of whites and Negroes, too, are responsible for the trouble.	5	1.25
18. All others.	7	1.75
TOTAL:	400	100.00%

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9. Ignorance and the lack of education of both races.	20	5.0
10. Whites' fear and misunderstanding of social equality.	20	5.0
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TOTAL:	400	100.00%

Atlanta Street Poll

Question 2. Colored Sample

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ANSWERS	NUMBER	PERCENT
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8. Election of Talmadge and the hatred stirred up during his campaign.	22	5.5
9. Ignorance and the lack of education of both races.	20	5
10. Whites' fear and misunderstanding of social equality.	20	5
11. Treatment of Negroes on street cars and busses.	16	4
12. Economic conditions.	13	3.25
13. Negroes bring trouble on themselves.	7	1.75
14. Housing.	6	1.5
15. The question of political rights.	6	1.5
16. Whites' failure to understand the Negro.	5	1.25
17. Low class of whites and Negroes, too, are responsible for the trouble.	5	1.25
18. All others.	7	1.75
TOTAL	400	100.0%

Atlanta Street Poll

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ANSWERS	NUMBER	PERCENT
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17. Low class of whites and Negroes, too, are responsible for the trouble.	5	1.25
18. All others.	7	1.75
TOTAL	400	100.0%

Atlanta Street Poll...9. Table 4. Question 3. Colored Sample

WHAT DO YOU THINK OUGHT TO BE DONE TO BRING ABOUT BETTER UNDERSTANDING AND HARMONY BETWEEN THE RACES IN ATLANTA?

Answers	Number	Percent
1. Equal rights and equal justice.	70	17.5
2. Interracial meetings and opportunities for association so that whites and Negroes may come to know each other better.	68	17.0
3. Education (formal and interracial).	57	14.25
4. Better government officials (including the governor) better policemen and police protection .	33	8.25
5. Christianity (including brotherhood).	29	7.25
6. Organization and cooperation among Negroes.	18	4.5
7. More cooperation between whites and Negroes.	17	4.25
8. Integration of minority groups into government and public service, including colored policement for Negro sections and colored street car and bus operators in predominantly Negro sections.	12	3.0
9. Better economic conditions, better housing and better living conditions.	11	2.75
10. Decrease in segregation.	11	2.75
11. Avoidance of contact between whites and Negroes.	11	2.75
12. Whites should seek to understand the Negro and what the Negro wants.	10	2.5
13. Federal laws and action and a more strict enforcement of the laws we already have.	9	2.25
14. Get rid of race prejudice and discourage jealousy between whites and Negroes.	8	2.0
15. Get rid of the whites.	6	1.5
16. Interracial good-will radio broadcasts and propaganda for better race relations.	5	1.25
17. Colored people should speak to whites in such as way as not to cause trouble.	5	1.25
18. Get rid of the white supremacy idea.	4	1.0
19. Select only broad and tolerant leadership.	3	.75
20. All others.	13	3.25
	400	100.00%

Atlanta Street Poll...9. Table 4. Question 3. Colored Sample

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12. Whites should seek to understand the Negro and what the Negro wants.	10	2.5
13. Federal laws and action and a more strict enforcement of the laws we already have.	9	2.25
14. Get rid of race prejudice and discourage jealousy between whites and Negroes.	8	2
15. Get rid of the whites.	6	1.5
16. Interracial good-will radio broadcasts and propaganda for better race relations.	5	1.25
17. Colored people should speak to whites in such a way as not to cause trouble.	5	1.25
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TOTAL;	400	100.00%

Atlanta Street Poll

Question 3. Colored Sample

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12. Whites should seek to understand the Negro and what the Negro wants.	10	2.5
13. Federal laws and action and a more strict enforcement of the laws we already have.	9	2.25
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15. Get rid of the whites.	6	1.5
16. Interracial good-will radio broadcasts and propaganda for better race relations.	5	1.25
17. Colored people should speak to whites in such a way as not to cause trouble.	5	1.25
18. Get rid of the white supremacy idea.	4	1
19. Select only broad and tolerant leadership.	3	.75
20. All others.	13	3.25
TOTAL;	400	100.00%

Question 3

WHAT DO YOU THINK OUGHT TO BE DONE ABOUT IT?	NUMBER TIMES ANSWER GIVEN
Interracial meetings and chances for association so that whites and Negroes may know each other	68
Equal rights and equal justice	62
Education (including non-segregated schools)	56
Christianity (including brotherhood)	29
Better government officials (including a governor)	27
Organization and cooperation among Negroes	15
Decrease in segregation	11
More cooperation between whites and Negroes	11
Avoidance of contact between whites and Negroes	11
Whites should seek to understand Negro and what he wants, particularly what social equality means	9
Better economic conditions among Negroes	9
Colored policemen in colored neighborhoods	7
Better policemen and police protection	6
Get rid of the whites	6
Federal laws and action and more strict enforcement of laws we already have	5
Interracial good-will radio broadcasts and propaganda for good race relations	5
Colored should speak to whites in such a way as not to cause trouble	5
Cut out race prejudice	5
Whites should be made to feel they are not supermen	3
S elect only broad and tolerant leadership	3
Integration of minority groups into government and public service	3

Nothing can be done right now	2
White businessmen should see that their employees deal fairly with Negroes	2
No answer	2
Action by City Council to correct trouble	2
Mass ownership of property	2
Provide more recreation for Negroes (including music and art center	2
Treat whites as they treat Negroes	2
Discard word "nigger"	2
Negroes should continue to try to get what they want	2
Housing and living conditions	2
Better understanding between the races	2
Boycotting of business enterprises by Negroes when businesses give unsatisfactory service	1
Discourage jealousy between whites and Negroes	1
Whites and colored who feel there should be unity between the races should insist on that unity	1
Adoption of more liberal policy of whites toward Negroes	1
Social equality	1
Another war	1
Treat veterans right	1
Colored should vote and pay taxes as they should	1
More union together	1
All people should pattern themselves after young people who harmonize their efforts	1
Whites help whites as well as Negroes	1
Negro operators of street cars in Negro neighborhoods	1
Give colored people a better chance	1
Unity	1
Punish those who cause strife	1
Scientific approach	1
FEPC	1
Revision of laws	1
Race riots	1
Each race regard the rights of the other	1
Stop preaching white supremacy	1
Better concept of principles on which democracy built	1

Atlanta Street Poll---10: WHITE OPINION

In the poll on areas of race friction in Atlanta, 395 white persons were asked three questions. The first of these questions: "Are the white and colored people in Atlanta, in your opinion, getting along better or worse now than they were before World War II?

In the total sample every other persons questioned (53.7%) said the two races were getting along worse since the war. About one out of every seven persons (13.9%) thought the colored and white races in the city were getting along better since the last World War. One person out of every five (20.7%) was of the opinion that no change was apparent; in other words, conditions were the same. Forty-six of the 395 white persons, or slightly more than one of every ten persons, said "I don't know" or refused to answer the question.

A breakdown of the answers to the first question by sex showed very little difference in percentage of "worse", "better", "same" and "no answer or refusal" distribution, that is, the percentage distribution of each sex was about the same for each category as the percentage distribution for the total sample including both sexes. The one exception here was in the last category in which almost three times more females than males said, "I don't know" or refused to answer the question.

When the 395 informants were grouped by approximate ages, it was found that 194 of them were between 20 and 40 years; 123 were in the 41 - 55 year age group, and the remaining 78 persons were 56 years of age and over.

Approximatly six out of every ten persons (58.8%), ages 20 - 40 years, believed that the whites and Negroes in Atlanta were getting along worse

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Atlanta St. Poll—10: White Opinion

~~PUBLIC OPINION POLL ON THE AREAS OF RACE FRICTION~~

~~IN ATLANTA~~

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Atlanta St. Poll 10 - white opinion

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Atlanta Street Poll...16. Table 3. Question 2. White Sample

WHAT IS THE MAIN CAUSE OF TROUBLE BETWEEN THE WHITE AND COLORED PEOPLE OF THE CITY?

Answers	Number	Percent
1. Agitation by politicians, liberals, meddlers, Jews and the newspapers. Too much talk. Talmadge influence.	58	14.7
2. Tension resulting from the war—increased aggression by Negroes. Increase in wages for Negroes and less segregation and more mixing of races during the war.	57	14.4
3. Increasing independence of Negroes, their feeling that they are as good as, or better than, whites; their refusal to stay "in their place".	50	12.6
4. A belief in white superiority, tradition, ignorance, the desire to "keep Negroes in their place".	38	9.6
5. Mutual dislike, lack of understanding, prejudice of both races.	36	9.1
6. "I don't know" or no answer.	36	9.1
7. Outside interference by Yankees, the New Deal, people who do not know how to deal with Negroes.	31	7.8
8. Increased protection of the Negro under the law. More freedom for Negroes. Resentment of whites to Negroes voting. People higher up favoring Negroes.	27	6.9
9. Economic reasons, job competition, poverty and increased economic security for Negroes.	18	4.6
10. Lack of education, whites and Negroes.	18	4.6
11. Inadequate housing, overcrowding, poor zoning, poor eating facilities, etc. Selling white homes to Negroes.	11	2.8
12. Hate organizations, KKK, Columbians, etc.	8	2.0
13. The jealousy of poor whites to Negro's advancement.	4	1.0
14. Negro crimes against each other, rape, etc.	3	.8
TOTAL:	385	100.0%

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Atlanta Street Poll...17. Table 4. Question 3. White Sample

WHAT DO YOU THINK OUGHT TO BE DONE TO BRING ABOUT BETTER UNDERSTANDING AND HARMONY BETWEEN THE RACES IN ATLANTA?

Answers	Number	Percent
1. Better educational and economic opportunities for Negroes. Education of both races. Better housing, health, etc. Christian education.	116	29.4
2. "I don't know" or no answer.	85	21.5
3. Whites should not patronize Negroes. "We should keep Negroes in 'their place'". "We should maintain the white primary." Stop outside interference.	48	12.1
4. Treat Negroes as human beings. Accord them proper respect. Tolerance. Mutual understanding. Good will.	47	11.9
5. Get rid of rotten politicians and the white primary. Decent state government. Allow Negroes to vote.	30	7.6
6. Stricter zoning, segregation. Better housing.	26	6.6
7. Colonization of Negroes.	16	4.1
8. Discourage agitation, rumors, "empty talk". Let whites and Negroes of the south get together and attempt to solve their own problems.	10	2.5
9. Race friction inevitable.	6	1.5
10. Deal harshly with Negroes. Kill some or all of them. "Kill a few Jews".	5	1.5
11. All others.	5	1.3
TOTAL:	395	100.0%

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12. Hate organizations, KKK, Columbians, etc.	8	2.0
13. The jealousy of poor whites to Negro's advancement.	4	1.0

Question 2.

MAIN CAUSE OF TROUBLE BETWEEN WHITE AND COLORED PEOPLE OF THE CITY	NUMBER TIMES CITED
Whites' fear and dislike of progress of Negro	52
White supremacy idea	54
Race prejudice, hatred, and fear	44
War and its aftermath (Negroes treated better elsewhere; resentment of servicemen over way Negroes treated, etc.)	28
Mutual fear, prejudice, and misunderstanding	24
Election of Talmadge and hatred stirred up during campaign	20
Ignorance	17
Lack of justice and equal rights	17
Whites' fear and misunderstanding of social equality	16
Treatment of Negroes on street cars and busses	16
Segregation	15
Economic conditions	13
Poor police protection and police brutality	7
Negroes bring trouble on themselves	7
Desire of whites to keep Negro down	6
Political rights	6
Housing	5
Race discrimination	5
Whites' failure to understand Negro	5
Low class of whites and Negroes, too, responsible for trouble	5
Lack of education on part of both races	3
Sexual relationships	3
Lack of cooperation between races	3
The Negro problem	2

Atlanta Street Poll. Table ___

Question 1. Colored Sample

Distribution of the Opinion of 400 Colored Persons on the Question: "Are the White and Colored People in Atlanta Getting Along Better or Worse Now Than They Were Before World War II?"

3

	TOTAL		MALES		FEMALES	
Answer	Number	Percent	Number	Percent	Number	Percent
Worse	303	75.75	144	70.24	159	81.54
Better	59	14.75	40	19.51	19	9.74
~~Better~~ Same ~~Worse~~	1	.25	1	.59	0	.00
and ~~Same~~ Better Worse	3	.50	2	.98		
No Answer						
Total						

(3)	~~25~~	Some white people are just mean	2
(1)	~~26~~	Fear of whites of what Negroes are thinking and planning	2
(17)	~~27~~	Shifting population within city	1
(11)	~~28~~	White and colored relations in business places	1
(2)	~~29~~	Whites still say "nigger this, nigger that"	1
(9)	~~30~~	Fear on part of older whites that young ones will let down the bars	1
	31	Denial of Negroes to express their opinions as should be	1
(5)	32	Cause just as bad on one side as another	1
	33	Too many colored telling whites what Negroes thinking and planning	1
(3)	~~34~~	The white man	1
(1)	~~35~~	S ecurity of Negroes; insecurity of whites	1
(6)	~~36~~	Race agitation	1
(1)	~~37~~	Whites seem to think Negroes want to hold public office	1
(11)	~~38~~	Whites want to take too much advantage of colored	1
(11)	39	Way colored people are treated	1
(2)	~~40~~	Negroes say <u>yes</u> or <u>no</u> to white people & not "yes, sir"	1
(2)	~~41~~	Power	1
	42	Negroes trying to force too much on white man when must work for them	1
(2)	43	Tradition	1
	44	White man's doing all right by one Negro but doesn't want other whites to know how he feels by one Negro	1
(3)	~~45~~	Negro's color	1
(8)	~~46~~	Unjust city laws	1
(6)	~~47~~	Leaders in state	1
(2)	~~48~~	Whites want possession of everything	1
	49	Friction	1

A SURVEY OF RECONVERSION

(As It Affects War Workers And The Family):

1940-1945

(1)

I. DESCRIPTION OF TOTAL SAMPLE POPULATION IN TERMS OF SIZE OF PLACE OF RESIDENCE IN 1945, RACE, SEX, MARITAL STATUS, AND AGE.

The sample population was drawn from areas classified as follows: large cities, population 100,000 or more; medium cities, population 50,000 to 100,000; small cities and towns, population under 50,000 and over 2,500; and rural areas, open country neighborhoods, and communities under 2,500 population. A third of the sample was drawn from large cities and a third from small cities. Medium cities supplied 18.4% of the sample and rural areas, 16.0%. Among the white sample, 35.2% were from large cities, 18.7% from medium cities, 31.8% from small towns and cities, and 14.3% from rural areas. This follows closely the distribution of the total sample. The Negro sample varies somewhat, however, with a greater concentration in rural areas and small towns: 27.5% of the Negro sample was drawn from large cities, 17.2% from medium cities, 34.1% from small towns, and 21.2% from rural areas.

Seventy-four per cent of the sample were white persons, and 26% were colored persons; 48.1% were male and 51.9% were female. Sex, by color, is 35.6% white male, 38.5% white female, 12.6% Negro male, and 13.3% Negro female. Put in other terms, 48.6% of the Negro sample were male and 51.4% were female; 48% of the white sample were male and 52% were female.

By far the largest per cent of the total sample were married in 1945 - 63.8%. Those who were single in 1945 composed the next largest group - 27.5%. The widowed composed 5.2% of the sample, the separated, 1.9%, and the divorced, 1.6%. The distribution of the white sample closely follows that of the total, but the Negro sample varies somewhat from the total: 55.9% were married, 31.7% were single, 7.2% were widowed, 4.2%, separated, and 0.9% divorced.

The age groupings used in the study are not uniform; i.e., the number of years included in the groupings ranges from two to ten. The ages of the total

The age groupings used in the study are not uniform; i.e., the number of years included in the groupings ranges from two to ten.

The ages of the total sample population ranges from under 14 (1.1% or 14 persons) to 65 and over (5.9% or 76 persons). 5.9% were from 14 to 16 years of age, as were 5.3% of the white group and 7.8% of the colored group. The greatest concentration of the population is in the 5 year span of 21-26, in which 19.1% of the total population or 245 persons, is found, and 19.5% of the white group or 185 persons, and 18.1% of the colored group or 60 persons. The next highest concentration is in the 10 year span of 45-55, in which 14.7% of the total population (189 persons), ~~14.0%~~ 14.0 percent of the white population (134 persons), and 16.6% of the colored population (55 persons), are found. The 5 year span of 33-38 was third highest in concentration among the total population -- 13.0%; ranked second in a tie ~~for 2nd place~~ with the 45-55 group among the white population, with 14.0%; and fourth among the colored group -- 9.9%. Among the colored population, the grouping 17-20 ranked third in concentration -- 13.9%. This grouping was fourth for the total population, 12.3%, and for the white population, 11.6%.

The colored population is concentrated more heavily in the younger age group than ~~in~~ is the white population. 18.0% of the white population or 172 persons, ~~is~~ are under 20, while 22.0% of the colored population or 75 persons, ~~is~~ are in this group; 40.1% of the colored population ~~is~~ are under 26, and 37.5% of the white population ~~is~~ are under 26. In the grouping 21-44, the white population is more heavily concentrated than is the colored -- 54.2% as compared with 48.4%. The colored population is more heavily concentrated in the age group over 45 than is the white - 29.6% as compared with 27.8%.

II. DISTRIBUTION OF SAMPLE BY 1945 OCCUPATION

Table 3 shows the distribution of the total population by 1945 occupational classes, by sex and race. By far the largest per cent of the total population ~~fell~~ were listed as into the "unemployed", ~~classification,~~ This group, which included housewives, dependents, students, etc., is more aptly classified as "not gainfully employed", or as "outside the labor market." ~~36.6% of the sample fell into this group; the~~ Four hundred and seventy persons comprised this group - 36.6 percent of the total sample. The next highest per cent was the armed service classification, with 14.3 percent ~~of the total sample~~, or 182 persons.

Nine ~~9.3~~ per cent of the total sample (119 persons) were classified as semi-skilled workers -- mill workers and skilled helpers. 8.6 percent (110 persons) were classified as clerks and kindred workers; i.e., stenographers, clerks, post office clerks, railway clerks, policemen, mail carriers, salesmen, collectors, etc., while 5.4 percent (69 persons) fell into the skilled workers and foremen class -- machinists, engineers, miners, steelmakers, carpenters, bricklayers. The classification "laborers" (except farm and servants) took in 7.7 percent of the sample, or 99 persons. ~~5.1% of the sample were~~ Farm owners and tenants comprised 5.1 percent of the sample (65 persons), 2.3 percent farm laborers, 2.8 percent (30 persons) professional persons, 1.4 percent (36 persons) wholesale and retail dealers, (18 persons) 2.5 percent proprietors, managers, and officials, 3.8 percent (32 persons) servants, (49 persons). ~~and 0.2% were classified as unknown.~~ Only two persons were classified as "occupation unknown."

The ~~"unemployed"~~ "not gainfully employed" classification contained the largest percentage of the sample population for both white and ~~colored~~ Negro groups -- 38.1 percent for whites and 32.6 percent for ~~colored~~ Negroes. In actual numbers, 362 persons, the 950 in the white sample were ~~not gainfully employed~~, and 108 persons, the 331 in the Negro sample were not gainfully employed. ~~Females composed a larger percentage of the unemployed class than did males - 83.8% as contrasted with 16.2%.~~ As might have been expected, were not gainfully employed to a greater extent than were males. Of the total number of unemployed persons, 64.9 percent were white females, 18.9 percent were ~~colored~~ Negro females, 12.1 percent were white male, and 4.0 percent were ~~colored~~ Negro male. White women comprised a slightly higher percent, than white unemployed "class than Negro women comprised, the Negro "unemployed" class - 84.3 percent as contrasted with 82.4 percent.

The next highest percent for each race was armed services. Of the total number of white persons in the sample, 140, or 14.7 percent, were in the armed services, while 42, or

Of the 470 persons so classified, 83.8 percent were female and 16.2 percent were male.

12.7% of the colored persons were in this group. Clerks and kindred workers ranked third highest as the classification in which the white population was found -- 10.8% Only 2.1% of the colored population fell into this group. The third highest group for colored persons was semi-skilled laborers, in which 10.0% of the group fell. Nine per cent of the white population came within this classification -- fourth highest for whites. The classifications of laborers and servants ranked fourth highest for Negroes, with 9.7% of the colored sample population in each classification. Seven per cent of the white population were classified as laborers, and 1.8% as servants.

In the farm owner and tenant class there were 7.5% of the total Negro sample, and 4.2% of the total white sample. Seven per cent of the Negro sample were farm laborers, but only 0.6% of the white sample fell in this group.

Skilled workers and foremen composed a larger percentage of the total white sample than they did of the total colored sample -- 6.4% for white persons and 2.4% for colored persons.

Three per cent of the white sample were classified in 1945 as proprietors, managers, and officials, while only 0.9% of the colored sample were so classified. Wholesale and retail dealers composed 1.7% of the total white sample, and 0.6% of the colored sample.

Professional persons farmed a larger percentage of the colored sample than of the white sample -- 4.5% as contrasted with 2.2%.

12.7% of the colored persons were in this group. Clerks and kindred workers ranked third highest as the classification in which the white population was found -- 10.8% or 103 persons. Only 2.1% of the colored population, or 7 persons, fell into this group. The third highest group for colored persons was semi-skilled laborers, in which 10.0% of the group fell. Nine per cent of the white population came within this classification -- fourth highest for whites. The classifications of laborers and servants ranked fourth highest for Negroes, with 9.7% of the colored sample population in each classification. Seven per cent of the white population, or 32 persons, were classified as laborers, and 1.8%, or 17 persons, as servants.

In the farm owner and tenant class there were 7.5% of the total Negro sample, and 4.2% of the total white sample. Seven per cent of the Negro sample were farm laborers, but only 0.6% of the white sample fell in this group.

Skilled workers and foremen composed a larger percentage of the total white sample than they did of the total colored sample -- 6.4% for white persons and 2.4% for colored persons.

Three per cent of the white sample were classified in 1945 as proprietors, managers, and officials, while only 0.9% of the colored sample were so classified. Wholesale and retail dealers composed 1.7% of the total white sample, and 0.6% of the colored sample.

Professional persons farmed a larger percentage of the colored sample than of the white sample -- 4.5% as contrasted with 2.2%.

III. OCCUPATIONAL CHANGES: 1940-1945

Almost 50 per cent (603) of the 1281 persons on whom information was gathered were unemployed in 1940. (It should be pointed out that this class included many housewives and persons of school age.) The percentage in this class had dropped to 36.6 or 470 persons by 1945. With increasing demand for labor during the war years such a decrease in the unemployed class should be expected.

The unemployed class is one of the thirteen occupational classes used in the analysis of data covering occupations. (See attached sheet for occupational classification.

There were seven occupational classes in which the per cent of the 1281 persons decreased during the five year period, 1940-1945; in five of the classes there was an increase in the number (and per cent) of persons for the same period; the remaining class had the same per cent of persons in 1945 as it had in 1940.

Except for the occupational class designated as armed services and the aforementioned unemployed class, the change in occupational status of the 1281 persons between 1940 and 1945 was not significant. The 47.1 per cent of the sample of persons who were unemployed in 1940 had been reduced to 36.6, a ~~difference of 10.5 per cent,~~ decrease of 22.24 percent in this class, by 1945, while during the same period (for obvious reasons) the persons in armed services who constituted only .5 per cent of the total in 1940 accounted for 14.3 per cent of the total in 1945; ~~an increase of 13.8.~~ i.e., there were 6 persons in the armed services in the sample in 1940 as compared with 182 persons in 1945.

It has been noted that there was a significant decrease in the number of unemployed during the five years the data covered. The next highest decreases were for farm laborers and farm owners and tenants. The percentage of farm laborers which was 6.1 in 1940 dropped to 2.3 in 1945, a difference of 3.8. There were 2.3 per cent less farm owners and tenants in 1945 than there were in 1940, the difference between 5.1 per cent and 7.4 per cent.

The percentage changes for the four remaining occupational classes where decreases occurred were all less than 1 per cent each. These four classes were: professional persons; other proprietors, managers, and officials; skilled workers and foremen; laborers (except farm and servants).

It will be recalled that the highest incfease between 1940 and 1945 was in the armed services category. There is a considerable gap between ~~this 13.8~~ the per cent of increase in the armed services and the two next highest increases. ~~1.4 per cent more persons were~~ a small increase in the class of clerks and kindred workers in 1945 ~~than there were in~~ over 1940 was noted. For the same period there was ~~an~~ also a small increase ~~of 1.3~~ in per cent ~~in the~~ of the semi-skilled occupational class. The increases for five years in the occupational classes of wholesale and retail dealers and for servants was ~~.5 per cent for each~~ negligible.

Although most are female?

IV. OCCUPATIONAL CLASSES AND MOBILITY

A. Occupational Class in 1940 and Mobility, White Sample

Among the white group who made no moves between 1940 and 1945, 51.[redacted] percent (352 persons) were listed as unemployed in 1940, while 47.1 percent (96 persons) of those who had moved once or twice were unemployed in 1940, and 46.3 percent (25 persons) of those who had moved three or more times were unemployed in 1940. From Table 9 it is readily seen that these percentages far outrank percentages for other occupational classes. This is understandable, since the 1940 unemployed compose almost 50 percent of the total sample.

The six occupational classes which rank highest in percentage of those who made no moves from 1940 to 1945 are also the six ~~who~~ which rank highest in percentage moving once or twice: the unemployed, semi-skilled workers, clerks and kindred workers, laborers (except farm and ~~domestic~~ servants), farm owners and tenants, and skilled workers and foremen. Except for farm owners and tenants and semi-skilled workers, the same six rank highest in percentage of those who moved three or more times. Farm laborers and other proprietors, managers, and officials rank among the first six of the high mobility group (those moving three or more times).

In ~~other words~~ general, the occupational classes which have the highest percentages in the no move group also have the highest percentages in the one or two moves group, ~~and in general, the same rank number by percentages, and, with a few exceptions, these classes also have the highest percentages in the 3 or more group. The fact is that the occupational classes ranking highest in each mobility group are those having the highest number of individuals in the sample. It is thus invalid to state that one occupational class has a higher degree of mobility or immobility than another by comparing percentages in one mobility group. Rather, correlation between mobility and occupation is indicated by comparing the percentage one occupational class is of one mobility~~

group with the percentage the same class is of another mobility group. If there is a difference of 2% or more, it is assumed that there is some degree of correlation.

There is little concentration of any occupational class in any one mobility group in the 1940 white sample, however.

Clerks and kindred workers composed 8.8 percent (61 persons) of the group who did not move, 9.3 percent (19 persons) of the group who moved once or twice, and 11.1 (6 persons) of the group who moved three or more times. The differences in percentages do not seem to be great enough to conclude that there is a great amount of correlation between this occupational class and mobility.

There is little difference between the percentage of skilled workers and foreman of each mobility group; however, the percentage is highest for the one or two move group -- 8.8 (18 persons), second highest for the three or more group -- 7.4 (4 persons), and third highest for the no move group -- 6.3 (44 persons). It would seem that skilled workers and foremen had a somewhat greater tendency to move than not to move, but more of a tendency to make one or two moves and then become settled than to keep moving; however, the differences in percentages are so small as to indicate only a low degree of correlation between skill and mobility.

Laborers, compose 7.5 percent (52 persons) of the no-move group, 6.3 percent (13 persons) of the one or two move group, and 11.1 percent (6 persons) of the three or more move group. There is greater difference between the percentage laborers compose of the first and second mobility groups and the percentage they compose of the third group than was true for clerks and kindred workers. The difference between the percentage for the first mobility group and the third is 3.6, and the difference for the second and third is 4.8. There would thus seem to be some grounds for concluding that there is correlation between the occupation of laborer and mobility. If laborers moved at all during the period 1940-1945, they had a greater tendency to move a great number of times than to move only

~~Breaking the sample down into white and negro, and into three mobility groups, and the [illegible] 13 occupational classes, results in a greater number of [illegible] comparing fairly large percentages of the total mobility groups, especially in the low and high mobility groups, which have small percentages of the total sample. That is, [illegible] total sample.~~

once or twice.

Semi-skilled workers composed 9.5 percent (66 persons) of the group who made no moves and 10.3 percent (21 persons) of those who moved once or twice, but only 1.8 percent (1 person) of those who moved three or more times. As in the case of skilled workers and foremen, semi-skilled workers seemed to have remained where they were living in 1940 or to have moved only once or twice to become settled. Correlation seems to be high between semi-skilled occupations and little or no mobility.

Much the same picture is true for farm owners and tenants, although the differences in percentages among the mobility groups ~~is~~ are less than those for semi-skilled workers.

Other proprietors, managers, and officials have a higher percentage of the high mobility group than they do of the non-mobility or low mobility groups -- 5.5 percent, 3.3 percent, and 2.5 percent, respectively (23, 5, and 3 persons). It would seem from these figures that members of this occupational group either "stayed put" or moved several times to a greater extent than they moved only once or twice, but again differences are not ~~high~~ great enough to warrant absolute conclusions.

Professional persons had a higher degree of mobility ~~tyan~~ than non-mobility, but a higher degree of low mobility than high mobility.

Farm laborers are clearly more mobile than non-mobile, since only 1.7 percent (12 persons) of those who made no moves were of this occupational class, while 2.9 percent (6 persons) of those who moved once or twice were farm laborers and 5.5 percent (3 persons) of those who moved three or more times were of this class.

Wholesale and retail dealers were exclusively non-mobile, according to this sample, but this class constituted only 1.2 percent (9 persons) of the non-mobile class.

Six persons in ~~0.9% of~~ the non-mobile group, or 0.9 percent, were servants, while 2 percent (4 persons) of the low mobility group were servants. No servants are found in the high mobility group.

Only 0.2 percent of the non-mobile group (1 person) were in the armed services in 1940, while one percent (2 persons) of the low mobility group and 1.8 percent (1 person) of the high mobility group were

so classed.

B. Occupational Class in 1945 and Mobility, White Sample.

Those listed as unemployed in 1945 had a greater degree of immobility than mobility -- 40.6 percent (281 persons) of those who did not move at all were unemployed, while 31.3 percent (64 persons) of those who moved once or twice were unemployed, and 31.6 percent (17 persons) of those who moved three or more times were listed as unemployed.

Clerks and kindred workers had a greater tendency to move than not to move, but a rather pronounced tendency to move only once or twice rather than three or more times. Semi-skilled workers and skilled workers and foremen also reflect this tendency, though not to as pronounced a degree as do clerks and kindred workers.

Laborers, also, were mobile, but in this case, the tendency was toward high mobility rather than low; that is, 43, or 6.3 percent, of the no-move group were laborers, while 17, or 8.3 percent, of the one or two move group were laborers, and 7, or 13 percent, of the three or more move group were laborers.

Proprietors, managers, and officials were pronouncedly highly mobile; that is, they composed 9.3 percent (6 persons) of the three or more moves group, but only 2.7 percent (19 persons) and 2.5 percent (5 persons) of the no-move and one or two moves group. Servants, also, were highly mobile. Professional persons had approximately the same percentage in the non-mobile and highly mobile classes -- 1.4 percent and 1.8 percent, with a higher percentage in the low mobility group -- 4.9. In other words, professional persons tended to move once or twice to a greater extent than they remained ~~mobile~~ stable or moved a great number of times.

Farm owners and tenants tended to remain in one place, as did wholesale and retail dealers. There were no farm laborers among those who moved three or more times. This group composed 0.6 percent (4 persons) of the non-mobile group, and 1.0 percent (2 persons) of the low mobility group.

The armed services group composed 16.8 percent of the non-mobile group, 9.8 percent of the low mobility group, and 7.4 percent of the high mobility group.

C. Occupational Class in 1940 and Mobility, Negro Sample.

In only three occupational classes -- skilled workers and foremen, other proprietors, managers, and officials, and wholesale and retail dealers -- did the percentage of the no-move group exceed the percentages for the other two mobility groups. In these cases, no member of the three occupational classes was found in the low and high mobility groups.

Farm owners and tenants, servants, and the unemployed had higher percentages in the non-mobile group than in the low mobility group, but a lower percentage in the non-mobile group than in the high mobility group. In the case of servants, the difference in percentages is great enough to conclude that the occupational class has a direct relationship to high mobility -- 19 percent (4 persons) of the high mobility class is contributed by servants, while 10 percent (25 persons) and 5 percent (3 persons) of the no mobility and low mobility groups, respectively, are contributed by this class.

There is a difference of 4.3 between the percentage the farm owner and tenant class is of the non-mobile and highly mobile group, and a difference of 2.7 percent in the case of the unemployed group. The conclusion may be drawn that there seems to be a greater tendency of farm owners and tenants, servants, and the unemployed to move a great number of times than not to move at all, but on the other hand there is a greater tendency for these groups not to move than to move only once or twice.

Farm laborers, laborers, semi-skilled workers, clerks and kindred workers, and members of the armed forces had a greater tendency to move once or twice than not to move at all or to move three or more times, but a greater tendency not to move at all than to move three or more times. The most pronounced difference in percentages is found in the case of farm laborers, who composed 31.6 percent (19 persons) of

the low mobility group, and 14.8 percent (37 persons) and 9.5 percent (2 persons) of the non-mobile and highly mobile groups, respectively.

The ~~only~~ professional class is the only occupational group having the greater percentage in both high and low mobility groups, 9.5 percent (2 persons) or 5 percent (3 persons) respectively, than in the non-mobile group, 3.6 percent (9 persons), ~~is professional persons.~~

D. Occupational Class in 1945 and Mobility, Negro Sample

The unemployed, farm owners and tenants, servants, and farm laborers had almost equal tendency either not to move at all or to move a great number of times. Except in the case of the unemployed where the difference in percentage of those who did not move at all and those who moved three or more times was 1.5 in favor of no-moves, the percentages were slightly higher for the three or more move group than for the no-move group.

Semi-skilled workers had a pronounced tendency toward low mobility, with a greater tendency toward no mobility than high mobility. Professional persons also moved once or twice rather than not at all or a great number of times, although the tendency is not as pronounced as in the case of semi-skilled workers.

No person listed as in the armed services in 1945 or as skilled workers and foremen was in the high mobility group. There is a difference of only 0.3 percent between members of the armed services in the non-mobile and low mobility groups, and a difference of 1.1 percent for skilled workers and foremen.

Laborers had a far greater rate of mobility than immobility. Clerks and kindred workers display the same tendency, although not to as pronounced a degree. There is little difference in per cent both classes are of the low and high mobility groups.

Other proprietors, managers, and officials, and wholesale and retail dealers are found only in the non-mobile group.

V. MOBILITY AND MARITAL STATUS.

When marital status was related to the number of moves made by families between 1940 and 1945, it was found that 942 of the 1281 persons, or 73.5 per cent, including every marital class, made no change during this period. Slightly more than one-fifth, or 20.6 per cent, of all marital classes made 1 to 2 moves, and 5.9 per cent of these classes made moves of 3 and over.

It can be seen from the foregoing paragraph that the large majority of persons, for whom and from whom information was obtained, maintained "permanent" residences during the five year period under observation.

More than 60 per cent, both races, of the 942 persons who did not move from 1940 to 1945 were married, while, roughly, 26 per cent of these 942 persons were single. Approximately 10 per cent of the persons who did not move were classified as separated, divorced, or widowed. A little less than one-third of the persons who were married and did not move during the five year period were colored, and more than one-third of the single persons who did not move were colored.

When the number of moves (none, 1-2, 3, and over) was viewed as a total of all moves (100 per cent) for each marital class, it became evident that widowed persons, colored and white, though constituting a small number of the total who did not change residence exceeded 85 per cent. No moves had the highest frequency for the widowed class for both races with the average for both races coming second and third respectively for the married and the separated. There is only three-tenths of one per cent difference between the married and separated classes.

When the marital status data for both races were combined for 1 to 2 moves, the order of frequency appeared as follows: divorced (highest), single, married, separated, and widowed.

The reader should be informed, however, that in the preceding frequency order only 15 persons comprised three of the marital classes, separated, divorced,

widowed.

Of the total of 75 persons who made 3 or more moves between 1940 and 1945, 53 of them were married and 17 were single. No divorced persons changed residence, and only 2 separated, and 3 widowed persons moved three or more times.

The percentage of married Negroes who moved three or more times was approximately the same as the percentage of Negroes in the total sample population. In actual number, however, nearly as many single Negroes as whites were included in the maximum number of moves classification.

When all moves, including the "none" classification, were totaled, we found 63.9 per cent of the sample in the class of married persons, and 27.5 per cent in the class of single persons. These two groups, married and single, represented 91.4 per cent of the total sample for all moves, while the remaining 8.6 per cent included the other classes of separated, divorced, and widowed. It should be borne in mind that with such a small percentage of the total sample representing three marital status classes that some of the foregoing analysis may be lacking in validity; that is to say, that the order of frequencies of marital status classes might change significantly if we had had a larger percentage of our total sample in the categories which included less than ten per cent.

VI. FAMILY MOBILITY: 1940-1945

In the schedule used in the study of reconversion, interviewers sought information relative to the places (cities, towns, and states) the families had lived in since 1940.

In attempting to analyze the information gathered on the above question, 285 schedules of family facts of the sample were used.

Organize how many people?

Information on the number of moves made by families is presented elsewhere.

The large majority of the families did not take residence in other places between 1940 and 1945; i.e., they were living in the places in 1945 where they maintained residence five years before.

While a negligible number of families during the five year period moved to places of similar size, 24 families were in locations of larger size in 1945 than the cities or towns where they lived in 1940; and 30 families were in smaller cities or towns in 1945 than the places where they resided in 1940.

No race was given for three of the fifty-four families which had moved to larger or smaller cities since 1940. Of the 24 families whose 1945 residences were in larger towns or cities than the 1940 places of residence, 18 families were white and 4 were colored. 25 white families lived in smaller places in 1945 than they lived in 1940, as compared with only 4 colored families in such places.

The above figures show that moves to both classes of places were made predominantly by white families.

Ten white families and 1 Negro family of the 54 families lived in locations outside the Southern Region between 1940 and 1945.

From the above figures it was determined that almost 20 per cent of the 285 families lived in cities or towns of larger or smaller size than their residences of 1940 during the five year period; 8.4, in larger places; 10.5, in smaller

places. The more than 80 per cent of the remaining portion of the 285 families who did not reside in larger or smaller cities or towns between 1940 and 1945 includes the aforementioned small number of families who moved to and from places of comparable size.

Clearcopy Onion Skin
MADE IN U.S.A.

November 16, 1945

Mr. A. C. Robinson
Buffalo, Alabama

Dear Clyde:

Ira Reid tells me that he talked with you yesterday about the study. He likes what he learned.

He says a team of tabulators is fresh out of work at Atlanta University and could take over the completion of the tabulating with a battery of clerks. From all I can hear, the cost will be less and the time much quicker than if you and Mary George continue to worry at it day after day.

Also, if you are in agreement, you and Ira could work together on writing the stuff up. That would mean it would be necessary for you to bring the material over here as soon as you can - say, in the next few days. You should then plan to stay in Atlanta for enough days to feed your past work into the clerks at Atlanta University and talk with Ira about the writing up.

From what Ira reports of his conversation with you, you are in agreement that this would be a much faster finish of the study, and, as you know, it seems to me speed is now vital.

This next trip over with the material should be at my expense. If this is all satisfactory, I suggest you telephone Ira for a date for you to come which will be a date when he is in town too. If this sounds sensible to you, I suggest you come over Tuesday andWednesday, November 20th or 21st, preferably Tuesday as Ira will be in town then.

Come over with the study.

Sincerely,

George S. Mitchell

P.S. Ira says for you to call Ira at Atlanta University, Walnut 7956, this coming Monday morning, November 19th, at eleven o'clock Atlanta time, and work out the details. It may be possible to ask Mr. Slade to drive over and pick up you and the material.

GSM:w

February 12, 1946

Mr. Clyde Robinson
Buffalo, Alabama

Dear Clyde:

I am terribly sorry to be so late in answering your letter of February 5. I have been in the office only a couple of days in the last two weeks. I have been in Florida, New York, and Mississippi.

I think the best thing is to send you all the cards that we have here. There has been some delay getting hold of them, but they are on the way now by express.

I am glad you have been making such good headway on the tabulation. It sounds as if you are going to have something that is very much worthwhile.

Sorry, I have not been able to find out anything about Rudy Carlson and [redacted]odson. The first name sounds familiar, but I can't quite place him. If I learn anything, I will let you know.

Best wishes from all of us to you and Mary George.

Cordially yours,

GUY B. JOHNSON,
Executive Director

GBJ:IBT

Buffalo, Alabama,
February 3, 1946.

RECEIVED
FEB 5 1946
Southern Regional Council

Dear Guy:

It took about three weeks to code the new part of the study & get the data into "all frequency tables." It worked well, however, and without any errors. For the past week or more we have been working on the first part. We have all the un-keyed stuff pulled together on summary or transfer cards. We have about finished the all frequency table for whites in large cities, and this is quite a population.

I guess we are doing too much work: we are making a separate set of tables for family heads, by race & sex — in order to study the people by families. Then, of course, these people are added to other individuals for the big tabulation.

Guy, if you can possible get enough compensation to do so, please

get Reid to turn over these cards & send to me, as follows: (1) All confirmed luminaries (on the blue card) in the ~~old~~ first group — of the whites & negroes from all sample points. These were never put into the tables before. We need them to go into the final tables, (2) all the cards from Austin, Texas and (3) all the cards from Fayetteville, Arkansas.

Guy, there is everything in this study any of us ever envisioned and more. It is going to be a good migration study — with in migration as well as out. It is one way migration for Negroes — intrastate from country to town in the younger groups, with all the older people staying put — then from small town to larger towns & cities — with a few of the younger & more employable groups going North — mostly as individuals, a lot of younger Negro folk express desires to go North after the war. But so far in the realm of the realistic, this seems to be only a prayer for better treatment & opportunity.

It is a good family study of age levels, stability etc - as related to occupations & backgrounds. And there is some pure o.d. dynamite in this — the last questions. With a few exceptions in the business & industrial groups, by the time a Negro man & woman have attained stability sufficient for family independence, they are past child bearing age. Hence families are made up mostly of grandparents & grandchildren - but the old folks are identified as parents - formally. This certainly indicts the system of economic equality. What we need is better economic regulations & not more preachers.

Then, of course, it is a good study of occupations - & occupations at work during the war - as contrasted ~~during~~ to before the war.

Negro contribution to the armed forces is some less than that of whites, but, according to this study, not as much lower as is commonly imagined.

Hey, may I suggest that you & I go over the tables to see what is in them before anyone else, including Worrich, sees them. It may take some diplomacy to offering some of the findings.

We could have finished very quickly except that finally, I decided to still do tables by sex as well as by race. It seemed too much of a crime to do otherwise. But I think - if you can get these other words to us - we will have the tabulation done to a lock & key finish in six or eight more working days.

I am trying to sell the tractor within the coming week. I could not have secured cooperation here to have gathered the turnips if they had come off. They are still healthy & very good to eat & the salad & most of the turnips will be marketable after a week or ten days growing weather.

Bluesdell's crowd kept plugging at the last - an organization such as the council could have gotten enough help from them to get money from Marshall Field - if a project could have been promoted. They checked there. As it is later on, when one person (they didn't say who) who is out of the country returns,

I may get some help on a project. It seems uncertain. I guess I may have gotten a black-list from somebody to Remington probably from some Washington quarters.

Well, anyway, I am going to finish this study first — try to sell the tramps — if there are any & get out & look for a connection.

Please find out who Owen Hodson & Rudy Carlson are — the fellows who comes down here — presumably from Nashville & all about them, it will help me to know.

Sincerely
Clyde Ritchie

March 14, 1946

Mr. Clyde Robinson
Buffalo
Alabama

Dear Mr. Robinson:

We are sending you the copy of the occupational code as we promised.

Mr. Slade and I are working on the table showing occupational changes. It is slow work, but as we get into the feel of it I am sure it will go faster. I think we will be ready for the "direction-of-moves" figures in a few days.

Mr. Slade and I wish you the best of luck in your trip to Washington and New York.

Cordially yours,

Margaret N. Price
Research Assistant

MNP:jm
Enclosure

Buffalo, Alabama,
February 28, 1946.

Dear Guy,

Thanks for your note from Savannah.

We finished the main tables yesterday afternoon. We have some errors to re-run out. Am selecting up cards again for final run on the four or five catagories involved. Just one or two cards involved in each catagory. Will make a special run on housewives, one on marginal housewives, one on textile workers and one on members of the armed forces. Probably three days work in all.

That means I ought to be coming into Atlanta next Monday or Tuesday. All the tables will have to be converted into tables of percentages before they can have much utility.

The turnips are still bitten down. Just a morning or two ago we had fire. Can't tell yet about them. But did sell the tractor and am waiting too, on returns from a check given in payment on it, so I can pay Hessy.

See you soon,
Best regards,
Clyde Robinson

RECEIVED
FEB 14 1946
Southern Regional Council

Buffalo, Wyo.
Feb. 13, 1946

Dear Guy:

You may have been puzzled about the request for the cards. For, I can imagine that the situation as to my practically of sending cards down there just now may be complicated. Therefore, I shall try to be as clear as possible in order for you the better to be the judge.

Originally we coded all the information on women who were housewives in 1940, and still housewives, at the time of the interview, on a special color card. We merely counted these cards and did not include them in any tabulations, intending to throw them back into the tabulation on the final "total population tables." On the new portion of the study — we finally made a special housewife table — relating to size of town and base family occupation as well as to race, etc., then throw them into the final table. Therefore, to not have them included would require entirely new "total population tables." We have already fused the tables on both sections of the study on "males" and all "family heads".

Now — further about the additional cards from the sample points: Austin, Texas and Fayetteville, Arkansas, during moving the study back to Atlanta — other interviews covering these sample points were coded by Mary Hesse and Miss Bradford in Atlanta. On the total study — all material we have down here included — we have only Columbus, Georgia & Little Rock, Arkansas as medium sized cities for the whites, and Hickory, N.C. and Bastrop, La — for small cities

and terms for the whites. As a consequence, the addition of Austin, Texas to the middle sized cities, and Fayetteville, Arkansas to the small cities and terms would round out study to where it would pass.

If you could get Ora to loan me these cards, I could either send them back - after we'd run them pronto - or bring them back in with the tabulations within a very few days. Or, if you could get some one there to duplicate the cards - it would be about a days work there. But it would be two, three or four days work for Mary George and myself to complete final table after running these cards into the data. It would be much more practical for us, both on account of the children and expense involved to do this final work here at home. Do the best you can on it.

In re-working all that unit data scattered out in all the tables, we are winding up with discrepancies of only one or two cards in the "Forge City" category. We can run that discrepancy out in a very few minutes once we could get at the cards there in Alberta.

I finally got the tractor moved & cleaned up quite a lot - it was quite something to do - and it is being advertised for sale. I hope to sell it Sat or next week some time. Likewise, I should like to wind up everything about the study next week - a little finagling with George - some back & get rid of the turnips & wind all this mess up -

Sincerely
Clyde Robinson

MEMORANDUM March 19, 1946

TO: Dr. Guy B. Johnson

FROM: Margaret Price and James Slade

RE: Table on Occupational Mobility

In the table on occupational mobility of 1940 housewives, the total number of housewives of 1940 was determined by adding the number of those persons who entered occupations by 1945 (after having been housewives in 1940).

Both groups were kept in their family occupational background classes of 1940, and in their age classes of 1945.

Totals for housewives were determined (all age classes) for each family occupational background group. Totals and percentages of those who remained housewives during the five year period, and for those who entered occupations by 1945, were determined.

Totals and percentages for all family occupational background classes (rural, business and other, and industry) by the four age groups, 14-20, 21-32, 33-44, and 45-65 and over were determined.

The table reflects the occupations into which the thirty-nine (39) housewives (white) and the twenty-one housewives (colored) went.

Disregarding family background of 1945 and age classes, totals and percentages for each occupational class were determined.

In the white sample, largest number of housewives in one occupational class, other professions and business, was 14 (35.89 per cent of the total 39); in the Negro sample, 13 housewives represented 61.9 per cent of the total who entered occupations between 1940 and 1945. The concentration of the Negro

sample was also in the occupational class of other professions and business.

In the white sample, one housewife accounted for 2.56 per cent of those who entered occupations by 1945, while in the Negro sample one housewife accounted for 4.8 per cent of the 21 persons who became employed by 1945.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF AGRICULTURAL ECONOMICS

WASHINGTON, D.C. 25

April 18, 1946

RECEIVED
APR 22 1946
Southern Regional Council

Mr. Guy Johnson
Executive Director
Southern Regional Council, Incorporated
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Guy:

Mr. Robinson came by last week as you had planned and we spent quite a while discussing his reconversion study. We did not arrive at any final decisions on what could or should be done with the material but I promised him that I would write you about our discussion, pointing out some of the problems, as I see them. I do not feel able to make definite recommendations as to what procedures should be followed in summarization of the data. However, I will comment on certain aspects of the problems involved.

Mr. Robinson's method of selecting the sample within the cities seemed reasonably satisfactory as he described it to me. If a large number of schedules had been obtained in each city, the best thing to do would be to publish results separately for each of the cities. Since this is not the case, however, it seems to me that the problems must be faced of how best to combine the information from the various cities in each size-class. The problems of combining or weighting material consisting of observations at various sampling points is one that should be faced at the time when the sampling plan is designed. When this has not been done it is often difficult to develop an adequate basis for combining the material.

Regardless of how the material is combined, I do not believe that estimates should be published of totals or aggregates since there would be no satisfactory way of deriving them. This would mean instead presentation of percentage distributions or comparisons in percentage terms between whites and Negroes for the various size groups.

Mr. Robinson and I discussed at length what population data from the survey could be related to other available data to devise some method of weighting. The most promising item from the survey material would probably be a tabulation of those persons covered in the survey (or those 15 years of age and over) who were residents of the city sampled at the time of the survey in 1945. If 1945 population estimates by race could be independently developed from other sources of information for the larger cities sampled, relating the population covered in your

survey to the total current population of the city (separately for race groups) might afford some way of putting together the information for the six cities surveyed with 100,000 or over population. Consulting assistance in developing 1945 population estimates might be requested from Dr. Truesdell of the Bureau of the Census. For the smaller size cities and rural areas developing current population estimates would probably not be feasible.

My understanding of the problem is complicated by some of the concepts used in the survey and certain terminology used in Mr. Robinson's memorandum. In his section C, on Sample Problems, the validity of his proposition (3) cannot be appraised until the universe which is to be sampled is defined. The phrase "representative families" is not specific unless we know what universe they are to be representative of both with respect to time reference (1940 and 1945) and with respect to geographic location reference. This is really the most important matter to be clarified in connection with presentation of results - i.e., defining what larger group the persons sampled represent.

In item (4) under (c), I do not understand the terminology and cannot follow the reasoning. Nor am I completely clear about why proposition (5) follows. I believe (5) is trying to get at the basic point mentioned in my preceding paragraph, namely that data from a sample should be presented as representing whatever universe it (the sample) was drawn from. That is, the results from Atlanta, for example, should be presented as information on the population in X households living in Atlanta in ____ 1945, and on an additional number of persons who in 1940 were living in the households which included the X household heads in 1940. It is a very awkwardly defined universe, but this seems to me to be what you were sampling. One possible course which you might consider would be to present results only for the population living in the city sampled in 1945, or to present results separately for this group and the "others."

I told Mr. Robinson that I could not solve the problems, but that my discussion of them might clarify somewhat the points which need to be faced. I do hope you are able to surmount some of the difficulties and find a way to utilize the material.

Sincerely yours,

Margaret Jarman Hagood
Social Scientist
Division of Farm Population
and Rural Welfare

Enclosure

April 24, 1946

Dr. Margaret Jarman Hagood, Social Scientist
Division of Farm Population and Rural Welfare
Bureau of Agricultural Economics
Washington 25, D. C.

Dear Marmy:

I am very grateful for your comments on the problems involved in the use of Mr. Robinson's Reconversion Study. They will be very helpful to us. I hope that we can pull something out of this data which will be usable.

Mr. Robinson wanted me to send you a copy of the Interview schedule which he used. If we can lay hands on a spare copy, it will be enclosed with this letter.

I enjoyed seeing you while I was in Washington recently, and I was glad to have the opportunity of sitting in on Dr. Taylor's staff meeting.

All good wishes.

Sincerely,

GUY B. JOHNSON
Executive Director

GBJ:IBT

Encl.

SRC
March 27, 1946

A MEMORANDUM ON THE RECONVERSION STUDY AS IT AFFECTS WAR WORKERS AND VETERANS

A. C. Robinson

A. Title premise and problems.

(1) "Reconversion" means the undoing of the "Conversion (for war)" back into the old or so-called normal patterns, of into new patterns, or into a combination of old and new patterns depending on other developments occurring in any arbitrarily defined Reconversion period. This study does not define any such period; in fact it really undertakes an inventory of "conversion" on the threshold of the Reconversion period.

(2) "Armed Service members" are considered as "veterans," as they will become veterans during the Reconversion period, at least as related to their initial terms of military service.

B. The problem area.

(1) "Conversion" for war, in the South, meant, in a broad sense, mobilizing the population into the military; into industry (meaning industry basic to the region and already here and the new war plants built solely for the purposes of the war, and built and operated by government ownership or subsidization) to an all out war effort.

(2) The population of the South falls normally into two main production occupation classes, agriculture and industry, and into an additional business and services occupation class. This last business and services class is purely incidental to the two production classes in its extent and nature.

Attesting to widespread maladjustments in both agriculture and industry was a large segment of population which is marginal to both agriculture and industry.

(3) The Southern population at war falls into the following war occupation categories:

(a) armed service, and closely related merchant marine service, etc.

(b) civilian war industries, (both basic industries directly or indirectly in war production and war plant industries.)

(c) business and services

(d) the residue of rural people left on Southern farms

(4) Feeding the population into the armed service was a time-direction process going on throughout the war, and the personnel of the armed service was fed from the other enterprise groups and from pre-work-age school groups.

(5) Manning the other enterprises was a constantly changing process where the enterprises raided each other according to changes occurring in the priority system as the system operated through manpower controls, selective service controls, material allocations, and wage-scale controls.

(6) Farming in the South during the war was unimportant, when squared against military deferments, manpower freezes and allotments in material and equipment. The principal exception was peanut farming. Farming in the South remained un-mobilized.

C. Sample problems

(1) Sampling in this study on the basis of stratification controls would have been impossible geographically, and interviewing members of the armed service was prohibited.

(2) The few documentary facts of (a) age, (b) marital status, (c) occupations, and locations of a person and changes in each as given by an informant in the same family would seem reliable.

(3) If done on a random basis, sampling for informants would secure representative families on just as valid a random sample basis as if the families were sampled for directly. In fact, the indirect method would seem to fortify the "randomness" in distribution -- distribution (1) by occupation, (2) by sex and age groups,

and origins, and at the same time induct into the population persons otherwise inaccessible, and get them in their natural distribution of family relationships, distribution (1) by present war occupations, sex or age groups, etc.

(4) Based on (3), the quantitative integral for sample control is the number of base families by types of sample points used. (Types meaning large cities, medium cities, small cities, and towns and rural). Since the study concerns individuals, the population is the individuals rather than the base families. But the population is gathered by family clusters. However this cluster feature may place a limitation on sample adequacy.
It seems the test here would be to compare distributions in the population or population divisions by groups respectively in the 1940 census.

(5) Based on (4) it would be a deception not to preserve the fidelity of the representative individuals to the types of sample points of informants. Moreover, holding the identity of the population with types of sample points used constant, and evaluating the variants in occupations and locations in 1940 and 1945 provides the basis for studying mobilization (as mobilized) quantitatively and qualitatively.

(6) The breadwinning occupation under which a child grows up delineates the economic levels for opportunities for schooling and training, and shapes somewhat social group standards.

(7) Based on (6), if the occupational backgrounds are held constant in each population or population division, the variants of individual occupations and skill levels and changes in each provide (1) a study of the effect of war mobilization on the various background groups, and (2) comparison of the effects of war mobilization on each of the two races in the South.

Note: Assumptions in (6) and (7) are secondary and are not basic. Doing this throughout an entire analysis process might break the count too thinly - and be otherwise too troublesome and cumbersome. If not individuals would be entered by race and sex and age-groups only. (Eliminating Rural, Business and Other, and Industrial (Background Occupation) categories).

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and origins, and at the same time induct into the population persons otherwise inaccessible, and get them in their natural distribution of family relationships, distribution (1) by present war occupations, sex or age groups, etc.

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(5) Based on (4) it would be a deception not to preserve the fidelity of the representative individuals to the types of sample points of informants. Moreover, holding the identity of the population with types of sample points used constant, and evaluating the variants in occupations and locations in 1940 and 1945 provides the basis for studying mobilization (as mobilized) quantitatively and qualitatively.

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SRC RECONVERSION STUDY

Field notes, charts, drafts in labeled, wrapped package in stockroom.

OCCUPATIONAL MOBILITY OF 1940 HOUSEWIVES

OCCUPATIONAL BACKGROUND OF THE FAMILY OF 1940	No. of housewives 1940	Those who remained housewives 1945		Those who entered other occupations 1945		Teaching and Professions	High bracket services, skilled work, marginal foremanship, etc.	Intermediate, menial services, helpers, etc.	INDUSTRIAL		Not at paid work	OTHER (Government, rural, armed services, etc)
		No.	Percent	No.	Percent				Normal	Warwork		
WHITE												
Rural	58	52	89.6	6	10.4				3		1	2
Business*	115	9 2	80.0	23	20.0	6	6	1	3	2	2	2
Industrial	58	48	82.7	10	17.3		6	1	2	1		
TOTAL	231	192		39		6	12	2	8	3	3	4
PERCENT	100.0	87.45		12.55								
NEGRO												
Rural	44	39	88.6	5	11.4		2	3				
Business	96	85	88.5	11	11.5	1	2	5	3			
Industrial	36	31	86.1	5	13.9			1	3		1	
TOTAL	176	155		21		1	4	9	6		1	
PERCENT	100.0	88.1		11.9								

*One housewife unaccounted for in occupational classes.

OCCUPATIONAL SKILLS OF HOUSEWIVES: YEAR PRESENT OCCUPATION BEGAN, TYPE OF WORK SKILLS RECEIVED, YEAR RECEIVED

OCCUPATIONAL BACKGROUND OF FAMILY, 1940	YEAR PRESENT OCCUPATION BEGAN								WORK SKILL TRAINING RECEIVED				WHEN WORK SKILL TRAINING RECEIVED						
	Before 1940	1940	1941	1942	1943	1944	1945	Welding	Warehouse and Stockroom work	Assembly line	Special train. rec'd on job	Other	Before 1940	'40	'41	'42	'43	'44	1945
WHITE																			
Rural	2				1	2	1												
Business		1		3	5	7	7			1		2	1					1	1
Industrial			1	3	1	2	3		1	1									
TOTAL	2	1	1	6	7	11	11		1	2		2	1					1	1
PERCENT																			
NEGRO																			
Rural				2	1	2													
Business				3	4	2	1					1				1			
Industrial						2	3	1				1				1	1		
TOTAL				5	5	6	4	1				2				2	1		
PERCENT																			

Log of Study

Sample Points	Interviewer	Race	Int. No.	Time of Interview	No. of Interviews	Race Group Interviewed
				1945		
Columbus - Georgia	Clyde Robinson	White	I	July 23-26	52	White & Negro
Opelika - Alabama	Clyde Robinson	White	I	July 27-Aug 1	24	White & Negro
Birmingham - Alabama	Clyde Robinson	White	I	Aug 6.-Aug 9	64	White & Negro
Rural Alabama - Georgia	Cromer W. Nilan	White	II	Aug. 20-Aug 22	53	White & Negro
Bastrop Louisiana	Rev. Frank S Parsons, II		III	Aug 22-28	19	White & Negro
Atlanta Georgia	Clyde Robinson	White	I	May 21-25	22	White & Negro
Hickory N. C.	Annie Laurie McDonald	White	IV	Sept. 10-11	19	White & Negro
Dallas Texas			V			White & Negro
Richmond Virginia	Thomas C. Allen	White	VI	Aug 31-Sept. 4	10	White
Richmond Virginia	Wiley A. Hall	Negro	VII	Sept. 10-12	8	Negro
Gainesville Florida	Carl Durrance	White	VIII	Oct. 13-20	9	White
Fayetteville Arkansas	James Freeman	White	IX	Oct. 17-23	19	White & Negro
Austin Texas	Benna Dienmuhler	White	X		18	White & Negro
Hampton Virginia	Cynthia Walker	Negro	XI			
	Senra Simms	Negro	XIII			
	Bernice Dreier	Negro	XII	Sept. 28 Oct. 4	24	Negro
	Hazel M. Smith	Negro	XIV			
	Frankie W. Jacobs	Negro	XV			
	Zetta V. Tolson	Negro	XVI			
	Roscoe E. Lewis	Negro	XVII			
Jackson Mississippi	William P. Robinson	Negro	XVIII	Sept. 6	18	Negro
Little Rock Arkansas	John R. Eubank	White	XIX	Sept. 20-Oct. 8	14	White - Negro
Petersburg Virginia	Mr. Norman		XX	Oct. 8-11	19	Negro
Louisville Kentucky	Charles Bryant		XXI	Oct. 22-23	14	Negro
Jacksonville Florida	Belva I. Simms		XXIIa			
	Vanchetta P. Mathews		XXIIb	Sept. 29-Oct. 1	10	Negro

Sample Points	Interviewers	Race of Interviewer	Interviewee's Number	Time of Interview 1945	No. of Interviews	Race of the Interviewees
Little Rock Arkansas	Victoria Howard	Negro	~~XXIII~~	Oct 6-Nov. 2	87	Negro
	R. M. McMurray	Negro	~~XXIV~~			
	Marie Watkins	Negro	~~XXV~~			
	Jno. Harold Jones	Negro	~~XXVI~~			
	Myrtle Birch	Negro	~~XXVII~~			
Durham, N. Carolina	Samuel A. Stephens		~~XXVIII~~	Sept. 26-Oct. 6.	17	Negro

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Buckhead Taxicabs. Date: September 8, 1945.

Informant:

Observer: J. O. Slade.

There are no taxicabs operated by colored for colored people in Buckhead. When operators of taxicabs for whites were questioned, they said they serve colored people; one said,"we are not permitted to haul white and colored people at the same time."

Note: It may be that taxicab service for whites is available to Negroes in Buckhead (when the races do not mix in the cabs) because most Negroes who seek service are personal and domestic servants in this area.

No specific incidents of discrimination were observed at any of the six areas observed.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: College Park Taxicabs. Date;September 8, 1945.

Informant:

Observer:J. O. Slade.

Taxicab service is available for whites. According to the statements of two colored informants, whenever colored people need a taxi, they call the undertakers (colored) who accommodate them with their funeral cars.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Hapeville Taxicabs Date: September 8, 1945

Informant:

Observer: J. O. Slade.

Taxi service in Hapeville is provided for white only.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: East Point Taxicabs Date: September 7, 1945.

Informant:

Observer: J. O. Slade;

There is no taxicab service provided for Negroes in East Point. There is service provided for whites. It was not determined whether colored people had applied for license to operate taxicabs.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Decatur Taxicabs

Date: September 7, 1945

Informant:

Observer: J. O. Slade

Taxicab service in Decatur is available to white persons only. There are no colored taxi operators although the principal of the colored school says he knows of some attempts Negroes have mad to get license to operate taxicabs.

Carbon
Clearcopy Onion Skin
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SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Marietta Colored Taxicabs Date: September 6, 1945

Informant:

Observer: J. O. Slade

There are six licensed colored taxicab drivers in Marietta. The taxis do not have meters.

A man named Reid, driver of number 1 taxi of Lawrence Street Taxi Company, gave the following information:

"They (city authorities) will not allow us to operate taxis independently; so four of us organized a company. We are really independent, but that's the way we had to get our license. We chip in and pay seventy five dollars ($75) a year for license. I think the two other licensed taxis work the same way.

"We are required to charge a flat rate of twenty five cents (.25) per passenger anywhere in the city. Sometimes when business is bad for the white taxis, they haul colored for less than twenty five cents. But we can't haul white passengers under any circumstances. A Negro driving white folk about fifteen or twenty years ago got in trouble here and ever since we are not allowed to haul them."

The four Lawrence Street Taxi Company vehicles display signs on their doors.

Sa-C.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Taxicabs, Chamblee, Georgia Date:

Informant:

Reporter: James S. Hadley

This cab company operates under the name of "North Atlanta Taxi Company." It operates from the terminus of the Oglethorpe trackless trolley line. The cabs cover Chamblee, in DeKalb County, an incorporated township, and Lawson General Hospital. Only white drivers operate the cabs. These cabs carry white and colored passengers, with no special regards to seating except that the two races do not sit together.

According to Justice of the Peace, Mr. Hudgins, the OPA policy is to grant gas to operators who will carry both races. One white operator was fined $100 and had his license suspended temporarily. This town is so peaceful that they do not have a jail. They must lodge prisoners in the county jail and pay their board and keep.

The cab drivers are very courteous, and make no distinction toward the races.

5a-0

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Taxis, Chamblee, Georgia Date:

Informant: Mayor Count F. Kellam

Reporter: James S. Hadley

In September 1942, the Georgia Power Company put in service a bus to Lawson General Hospital and the Navy base.

The bus did not enter the business section of the town. It was requested by the town authorities that they be allowed to receive cab service from the Oglethorpe bus terminal. The O.P.A. granted gasoline, but insisted that both races were entitled to ride.

It developed that some drivers refused to ride colored people thinking they could make more money otherwise.

One particular driver (white) was fined $100 in the Mayor's court for refusing to haul a colored woman.

An official record of this case is not available because the court does not employ a stenographer or clerk.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Buckhead Bus Station Date: September 8, 1945.

Informant:

Observer: J. O. Slade.

There is no bus station in Buckhead. An informant said that the busses which come near Buckhead are routed out Northside Drive. (A considerable distance from the business district of Buckhead.

Sa-B

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: College Park Bus Station. Date: September 8, 1945.

Informant:

Observer: J. O. Slade

There is but one waiting room at this station, so designated ---WAITING ROOM. It is used by white people only. This station serves Greyhound and Suburban lines.

A Negro who was waiting on a bus at the College Park station informed the observer that, "as far as I know--and I have been around here a long time--Negroes who get on the bus here pay their fares on the bus. I have never seen one go to the ticket office in the waiting room."

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Hapeville Bus Station Date: September 8, 1945.

Informant:

Observer: J. O. Slade.

The main stop of intrastate or interstate busses is at a downtown drug store in the small business district. There is no bus station.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: East Point Bus Station. Date: September 7, 1945

Informant:

Observer: J. O. Slade

East Point has no bus station.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Decatur Bus Station Date: September 7, 1945

Informant:

Observer: J. O. Slade

?The Negro waiting room is provided with plain individual chairs of the type that undertakers use in supplying families' temporary needs. Individual upholstered chairs are provided in the white waiting room.

There is one commode in the men's room. A wash basin for men and women is located in the waiting room proper. Bottles are "stored" in the Negro waiting room. In the waiting room is a counter where food is served from the white waiting room food facility. The white waiting room is provided with booths for food service.

The juke box in the waiting room was in need of repair.

Esleeck
Clearcopy Onion Skin
MADE IN U.S.A.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Marietta Bus Station Date: September 6, 1945

Informant:

Observer: J. O. Slade

The entrances to white and colored waiting rooms face the same street.

The colored waiting room has wooden benches ("in repair") and one juke box. During the period of observation, two busses were at the station. The women's room was accessible but the men's room was locked.

The confectionary concession in the white waiting room (there is none in the colored waiting room) is not permitted to colored passengers.

An informant at the bus station informed the observer that the suburban busses "did not haul colored people unless they are servants for rich white people".

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Buckhead Train Station Date:September 8, 1945.

Informant:

Observer: J. O. Slade.

No train facilities were observed in Buckhead.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: College Park Train Station. Date: September 8, 1945.

Informant:

Observer: J. O. Slade.

When observation was made during early afternoon, waiting rooms for colored and white were open. Both were clean. Both entrances face the same direction. No special services are provided in the Negro waiting room. The man's room was inaccessible.

Eddeco
Glareproof Union Skin
MADE IN U.S.A.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Hapeville Train Station Date:September 8, 1945

Informant:

Observer: J. O. Slade.

Both waiting rooms were inaccessible in Hapeville.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: East Point Train Station Date: September 7, 1945

Informant:

Observer: J. O. Slade

The colored waiting room was closed at noon on the day observation was made. The white waiting room was open.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation- Segregation Study

Subject: Decatur Train Station. Date: September 7, 1945

Informant:

Observer: J. O. Slade

The entrance to the colored waiting room is at the rear of the station. At 11:30 A.M. E.W. T., September 7, 1945, the door to the waiting room was locked. Through a window it was observed that the room was about one third the size of the white waiting room, it appeared clean, had the same type of benches as were in the white waiting room.

No services were observed.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Transportation, Discrimination and Satellite Cities. Date:Sept. 6,7,8, 1945.

Informant:

Reporter: J. O. Slade

Note: The following cities and/or boroughs located near Atlanta were observed: Marietta, Decatur, East Point, Hapeville, College Park, Buckhead.

Observation of facilities and services connected with transportation in the places listed above was general and preliminary rather than final and conclusive.

It should be noted that all of these places are served by Georgia Power Company facilities; thus, the laws and policies governing Georgia Powere Company cover these areas in a specific phase of transportation (street cars, trackless trolleys, busses.)

No lasw or practices which differ in principle from those on separation of races in transportation in Atlanta were found in the places observed. The study, however, did reveal that certain transportation facilities and services available to white people are not provided for colored people in some of the cities and/or boroughs observed.

Each place is herewith described separately:

Marietta

N.C. & St. L. Railroad
Station

The colored waiting room has two entrances (exists). Both white and colored exists to trains from waiting rooms are equally convenient.

The benches in the colored waiting room are of the same type as in the waiting room for whites.

A general description of the colored waiting room is as follows: A coal stove is located in the center of the room. No services , such as lunch counter, automatic devices, etc. are provided. Floors and walls are comparatively clean. The signs on walls of the room pertain to trains, accidents, etc. The men's room is clean. In it are one urinal and one commode. No wash basin, no soap, no towels are provided.

SA-D

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Separation of Races at Fort McPherson Date: September 11, 1945

Informant: James Washington

Reporter: J. O. Slade

Note: The informant has spent about fifteen months overseas and was recently returned to Fort McPherson. He is colored. At present he is living at 165 Chapel Street, S.W., Atlanta, Georgia. He commutes between Fort McPherson and Atlanta daily.

The following statements are answers to questions the interviewer asked Mr. Washington:

"After I came back from overseas and was later told that we were to come to Fort McPherson, I expected almost anything, but I was rather surprised at some of the things we experienced.

"There were ten of us colored soldiers on the troop train bound for Fort Mac. They placed the ten of us in the front of a car. The other space in the car was taken by white soldiers. We all got along beautifully. When we arrived at the Fort, the white and colored soldiers were given separate barracks next to each other. Our barracks were better than some of the quarters they gave white soldiers.

"Ever since I have been out there I have seen considerable mingling of the races in work and play. If you should go out there any day you would see what I'm talking about. I think it's because those who have been overseas see this thing differently. In fact, I know, they're nothing like the white soldiers who have not been overseas. I see a change in some of the guys who have been over after they have been back for a long time though.

"In the theatre we are not segregated, although Negroes sit in blocks you might say, because we are all in the same units. In the mess hall, while we get in line together to be served, there is a guy who directs white and colored soldiers to different places after we are served. There are no segregation signs in the mess hall however.

"I'll have to give it to them; while I have been out there I have seen no suggestion by them of segregation on the trucks and busses. I have seen the conveyances come there and leave there; I have ridden on them both ways, and while I have observed that usually the Negro soldiers segregate themselves in the rear, often they sit anywhere in the bus or truck. The drivers are pretty courteous and do not interfere with us.

"With regard to the trackless trolleys, operated by Georgia Power Company, which run by the Fort, the drivers seem to be more tolerant with colored soldiers than they are with colored people generally. When the trolley is crowded and colored soldiers get on, I have seen them stand up there next to the driver without any trouble.

"I have been on the trolley more than once when white soldiers from McPherson occupied the rear seat with colored people. I recall how the white passengers stared all the way to town at two white soldiers who joined us on the rear seat, but nothing happened."

34- SRC- Separate but Equal Study

EDUCATIONAL INEQUALITIES IN THE SOUTH

Southern Regional Council, Inc.
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

July, 1945

EDUCATIONAL INEQUALITIES IN THE SOUTH

EDUCATIONAL STATUS OF ADULT POPULATION

As a whole, the adult population of the South is less well-educated than is the population of the Nation as a whole. This fact holds true for the white population as well as the Negro population, but as might be expected, the Negro group makes a much poorer showing than the white group. The extent to which some of these disparities exist, and a brief picture of the facts on education in the South and the rest of the United States are herewith presented. Considerable stress in this brief statement is placed upon differences in educational facilities and services for whites and Negroes.

Amount of Education

The 1940 percentage of the Nation's adult population (those aged 25 and over) who had received no schooling was 3.7, but the percentage of the South's population who had received no schooling was 5.7. The percentage of the native white population of the South who had received no schooling was somewhat smaller than the percent of the Nation's total population -- 3.2 -- but the percentage of the adult Negro population of the South was much higher -- 12.3. Table 1 gives comparative percentages by states by race of those who had received no schooling, those who had received only one to four years of schooling, those who had completed four years of high school, those who had completed four or more years of college, and median number of school years completed.

It may readily be seen from the table that a higher percentage of Negroes than whites received no schooling whatsoever, or received only one to four years, while higher percentages of whites than Negroes completed high school and college. In median school years completed, the white South stands much higher than the Negro South. In several states, the white population had completed almost twice the number of grades completed by the Negro population.

TABLE 1

COMPARATIVE DATA ON EDUCATION RECEIVED BY NATIVE WHITE AND NEGRO POPULATIONS AGED 25 YEARS AND OVER, THIRTEEN SOUTHERN STATES, 1940

	Percent of Population of Each Race									
	No schooling		1 to 4 years of schooling		4 years high school completed		4 or more yrs. college comp.		Median no. school yrs. completed	
STATE	Native White	Negro	Native White	Negro	Native White	Negro	Native White	Negro	Native White	Negro
Ala.	3.1	13.8	13.1	40.3	11.9	2.1	4.0	.6	8.2	4.5
Ark.	2.2	8.7	13.1	38.2	10.8	2.0	2.8	.5	8.1	5.2
Fla.	1.4	10.5	6.9	36.3	19.7	2.4	6.4	.7	9.5	5.2
Ga.	2.9	14.1	13.7	44.5	12.6	1.8	4.5	.6	8.4	4.2
Ky.	3.5	9.7	15.1	26.8	8.7	4.1	3.0	1.6	7.8	6.2
La.	8.0	21.3	13.9	39.7	14.1	1.7	5.0	.6	8.2	3.9
Miss.	2.0	11.7	8.4	40.8	14.7	1.6	5.3	.3	8.9	4.7
N. C.	3.9	11.2	15.1	36.6	11.5	2.5	4.9	1.5	8.1	5.1
Okla.	1.0	6.8	5.3	22.1	20.5	5.5	8.3	2.6	8.5	7.0
S. C.	3.1	15.6	14.9	46.7	13.0	1.5	6.9	.9	8.7	3.9
Tenn.	3.2	8.6	14.4	31.6	11.6	3.1	3.5	1.1	8.0	5.8
Tex.	3.0	8.0	9.6	28.4	15.4	4.2	5.1	1.6	9.3	6.1
Va.	3.4	11.8	12.3	36.5	13.2	3.0	5.3	1.3	8.3	5.0

Source: Sixteenth Census of the United States, 1940, Population, II, State Tables 13.

Military Registrants Who Signed Registration Cards With A Mark

Another index to the degree of literacy or illiteracy of the South is the percentage of the registrants for military service who, unable to write their names, signed their registration cards with a mark. Of all the registrants in the Nation during the period May 15, 1941 to September 15, 1941, who signed with a mark, 91.9 percent were in the South; of those so signing in the South, 66.7 percent were Negroes. In the Nation during the four months under consideration, 2 percent of the total number of registrants signed with a mark, while in the South as a whole, 6.5 percent of the registrants signed with a mark. While only 2.9 percent of the white registrants of the South signed with a mark during this period, 16.7 percent of the Negro registrants so signed.

DISPARITIES IN EDUCATIONAL FACILITIES FOR WHITE AND NEGRO PUPILS

The indices just cited establish the fact that the adult white population of the South, while lagging behind the Nation as a whole in literacy, as evidenced by amount of education and percent of military registrants unable to write their names, is nevertheless far in advance of the adult Negro population of the region. While raising the literacy level of the adult population should be of concern to Christian leaders, interest here primarily centers on what is being done today to educate the youth of the South, both white and Negro. The literacy level of the adult population was cited primarily to show the fruits of poor education and inequalities between facilities provided white and Negro students in the past, as indications of what will continue to happen unless the level of education for all pupils is raised and inequalities between white and Negro schools eliminated. The remainder of this report is concerned with the efforts being expended to provide education for white and Negro youth of the South, and disparities which exist between that provided for white and for colored youth.

It must be borne in mind that the education provided by the Southern states for all pupils, both white and Negro, is inferior to that provided by the majority of the states outside this region, as measured by certain standards, such as pupil-teacher ratio, length of school term, percentage of school age population enrolled in school, value of school plant per child, expenditures per standard classroom unit, amount of education of teachers, average annual salaries paid teachers, and the like. While we are emphasizing in this study disparities between white and Negro educational facilities in the South, the disparities should always be considered against the background of the poor showing Southern schools have in the Nation as a whole. It should be constantly borne in mind that standards of white as well as Negro education must be raised in order to reach national standards.

Percent of School-Age Population Enrolled in School

In the Nation as a whole, 82.5 percent of the school age population -- 5 to 17 years of age -- in 1940 were enrolled in school; 86.5 percent of the school age population in the states outside the Southern Region were enrolled, while only 74.5 percent of the South's school age population were enrolled.

A break-down by race for the South shows that 75.1 percent of the native white population 5-17 were enrolled in school in 1940, while only 72.6 percent of the Negro population of this age group were enrolled. Table 2 shows percentages by states.

Pupil-Teacher Ratio

An important measure of the adequacy of a school system is the average number of pupils to each teacher -- the pupil-teacher ratio. Crowded schoolrooms means that teachers are unable to give the proper amount of individual guidance and attention to pupils. In the Nation in 1941-42 the average number of pupils in average daily attendance per teacher was 24.5. In only one state which in

1941-42 maintained separate schools for white and Negro pupils was the average number of pupils enrolled per member of the instructional staff for either white or Negro pupils as low as the national average, and average number of Negro pupils enrolled per teachers in the seventeen states far exceeded average number of white pupils except in Oklahoma. Figure 1 shows pupil-teacher ratios by race for the Southern states which have separate school systems.

Table 2

PERCENTAGE OF NATIVE WHITE AND NEGRO POPULATION AGED 5-17 ENROLLED IN SCHOOL, THIRTEEN SOUTHERN STATES, 1940

STATE	NATIVE WHITE	NEGRO
Alabama	77.5	71.4
Arkansas	73.8	74.7
Florida	81.0	74.0
Georgia	77.3	70.2
Kentucky	51.8	70.9
Louisiana	80.0	70.3
Mississippi	80.9	67.9
North Carolina	77.1	75.1
Oklahoma	82.8	85.7
South Carolina	79.4	71.9
Tennessee	73.8	74.4
Texas	77.2	78.8
Virginia	76.4	72.2

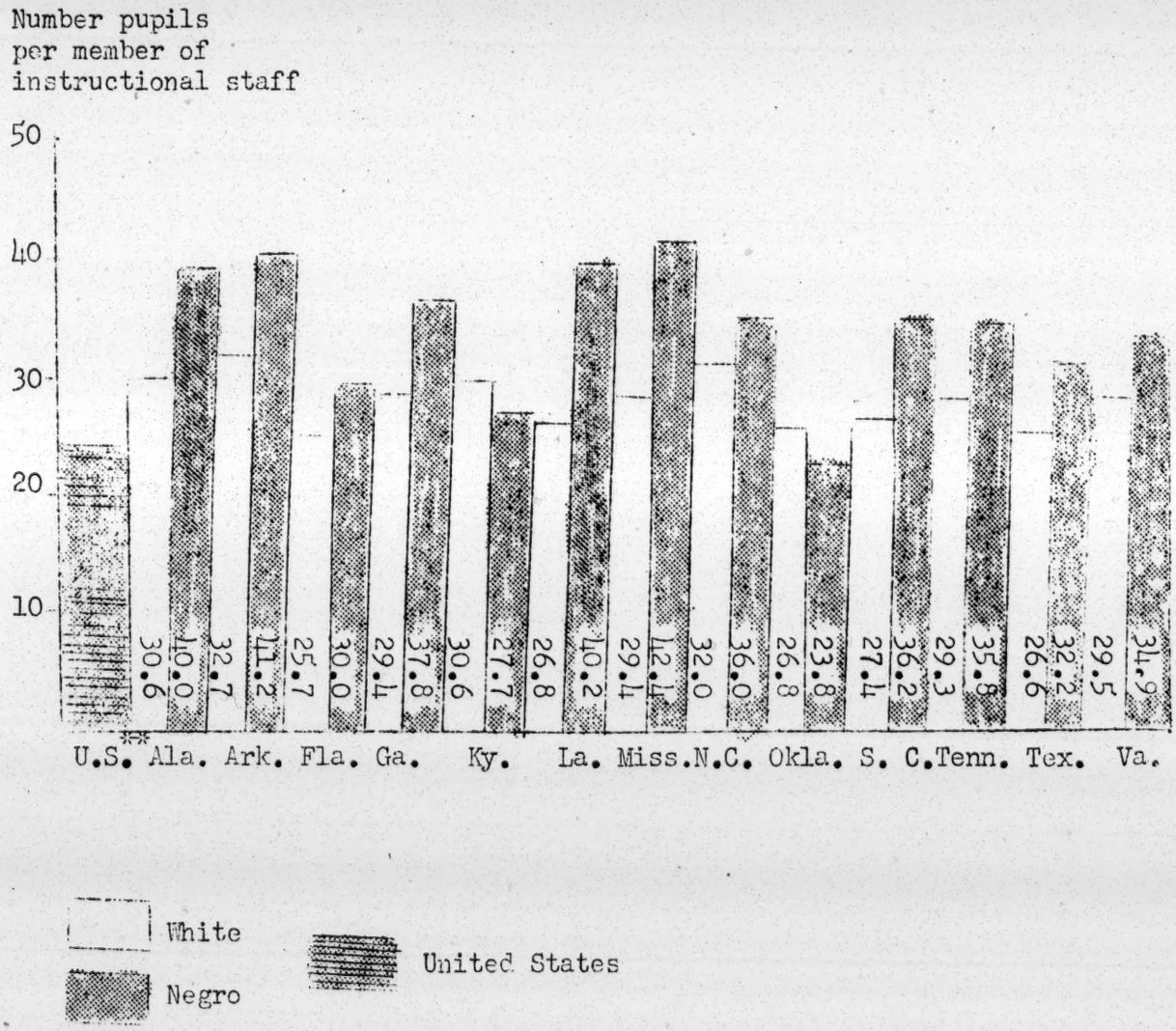
Source: Sixteenth Census of the United States, 1940, Population, II, State Tables 11

Length of School Term

The average number of days attended by pupils reflects the length of school terms and is affected by weather, health, and transportation conditions. In the Nation in 1941-1942, the average length of the school term was 174.7 days; the average number of days attended by pupils was 149.6. In the seventeen states and the District of Columbia which maintain separate schools for white and Negro pupils, the average length of school term for white pupils was 170.2 days; for the

Figure 1

NUMBER WHITE AND NEGRO PUPILS ENROLLED PER MEMBER OF INSTRUCTIONAL STAFF*, 13 SOUTHERN STATES, 1941-1942



* Principals, teachers and other instructional staff.

** Number pupils in average daily attendance per teacher.

Source: United States Office of Education, Statistical Summary of Education, 1941-42, Volume II, Chapter II, Table 28.

Negroes, it was 156.8 days. Average number of days attended by white pupils enrolled was 143.5 days; for Negroes, it was only 128.0 days. Table 3 gives average for 13 Southern states by race.

Table 3

COMPARATIVE DATA ON LENGTH OF SCHOOL TERM FOR WHITE AND NEGRO PUPILS AND AVERAGE NUMBER OF DAYS ATTENDED BY EACH PUPIL, 13 SOUTHERN STATES, 1941-42.

STATE	Average length of term in days in schools		Average no. of days attended by each pupil enrolled in schools	
	White	Negro	White	Negro
Alabama	159.9	151.3	134.4	126.2
Arkansas	164.8	146.9	131.6	116.5
Florida	170.5	166.0	150.5	141.9
Georgia	167.5	154.9	139.0	121.8
Kentucky	157.6	170.3	128.1	138.7
Louisiana	175.7	152.9	148.3	127.4
Mississippi	165.4	124.1	-----	-----
North Carolina	164.7	164.5	150.3	140.4
Oklahoma	176.2	175.0	150.8	148.4
South Carolina	173.8	150.2	146.5	116.0
Tennessee	165.9	166.0	137.0	137.3
Texas	173.6	163.6	142.1	125.2
Virginia	180.0	180.0	157.5	151.3

Source: United States Office of Education, Statistical Summary of Education, 1941-42, Volume II, Chapter II, Table 28.

Teachers' Salaries

The extent to which states support education is shown by such indices as salaries paid teachers, average value of school property, and expenditures per classroom unit. White teachers in the South in 1940 received higher average annual salaries than did Negro teachers -- higher, in fact, than differences in college training would justify. Some states have made an effort to equalize salaries, but it is safe to say that great disparities still exist in many cases. Salaries paid white teachers are usually low, below the national average. For example, Mississippi in 1940 paid her white teachers an annual average salary of only $821 -- she paid her Negro teachers the appallingly low sum of $235 annually.

The inequality in this case is greater than in any of the other eleven states (excludes Tennessee and Kentucky, where separate data are not available), however. The least imbalance was found in Oklahoma, where white salaries averaged $910 and Negro salaries averaged $645. Figure 2 shows disparities in salaries paid, by states by race. Table 4 shows comparisons in training of teachers.

Table 4

PERCENTAGE OF WHITE AND NEGRO TEACHERS WITH FOUR OR MORE YEARS OF COLLEGE TRAINING, 12 SOUTHERN STATES, 1939-40

STATE	Percentage of teachers with 4 or more years of college training	
	White	Negro
Alabama	52	19
Arkansas	32	21
Florida	53	26
Georgia	48	22
Louisiana	59	29
Mississippi	62	9
North Carolina	84	56
Oklahoma	70	66
South Carolina	75	22
Tennessee	42	38
Texas	74	54
Virginia	49	35

Expenditures Per Standard Classroom Unit

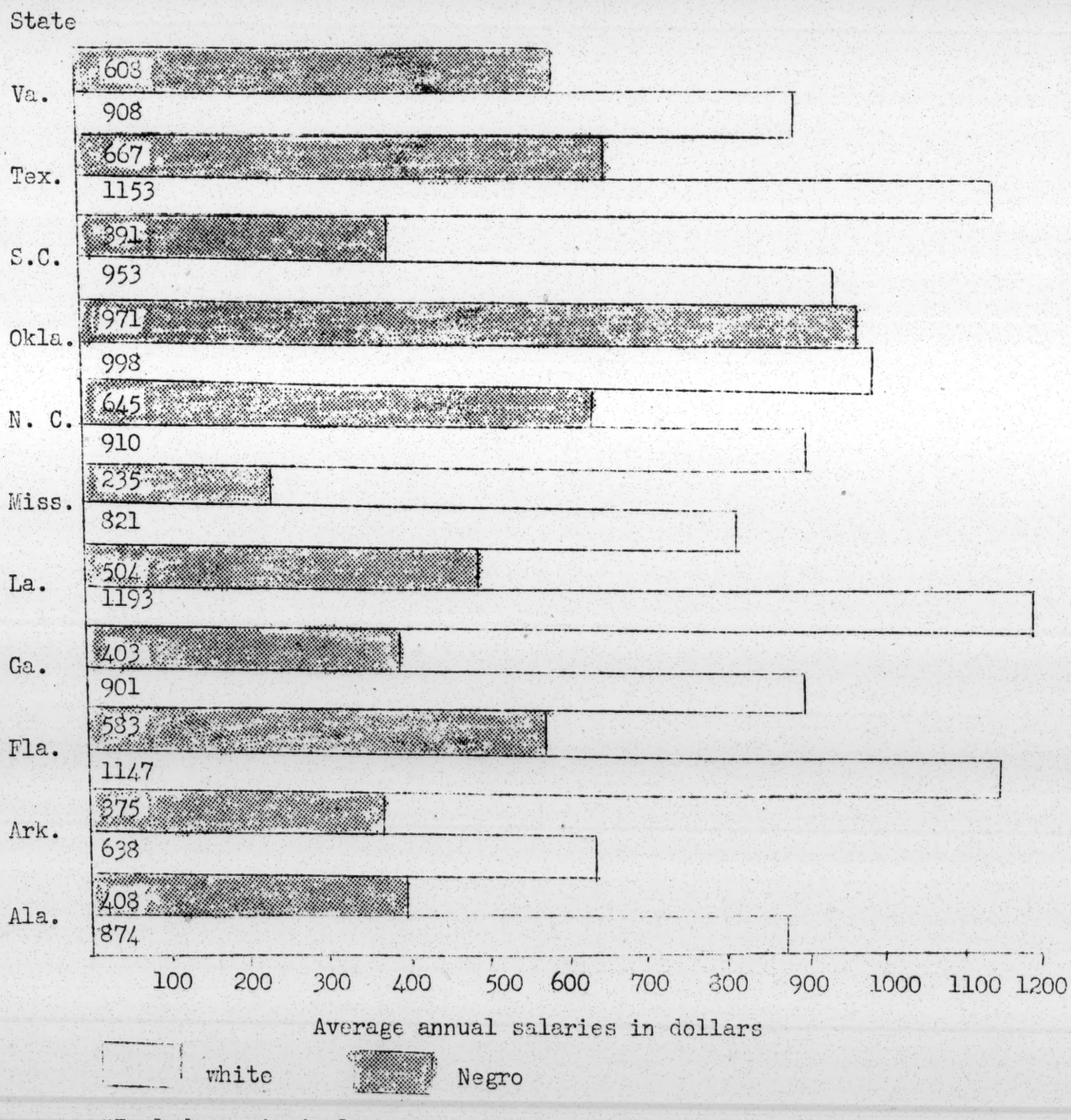
The highest average annual expenditure per standard white classroom unit in 1939-40 was $1478, spent by Florida; the lowest was $577, spent by Arkansas. The highest average annual expenditure per Negro classroom unit was $1221, spent in Oklahoma; the next highest was $725, spent in Texas; the lowest was $154, spent in Mississippi. Figure 3 shows comparisons by states by race.

Value of School Plants Per Child Enrolled

In value of school plants per white and Negro child enrolled, $269 in Florida was the highest in ten states (excludes Oklahoma, Kentucky, and Tennessee);

Figure 2

AVERAGE ANNUAL SALARIES OF WHITE AND NEGRO TEACHERS* IN 11 SOUTHERN STATES, 1939-40

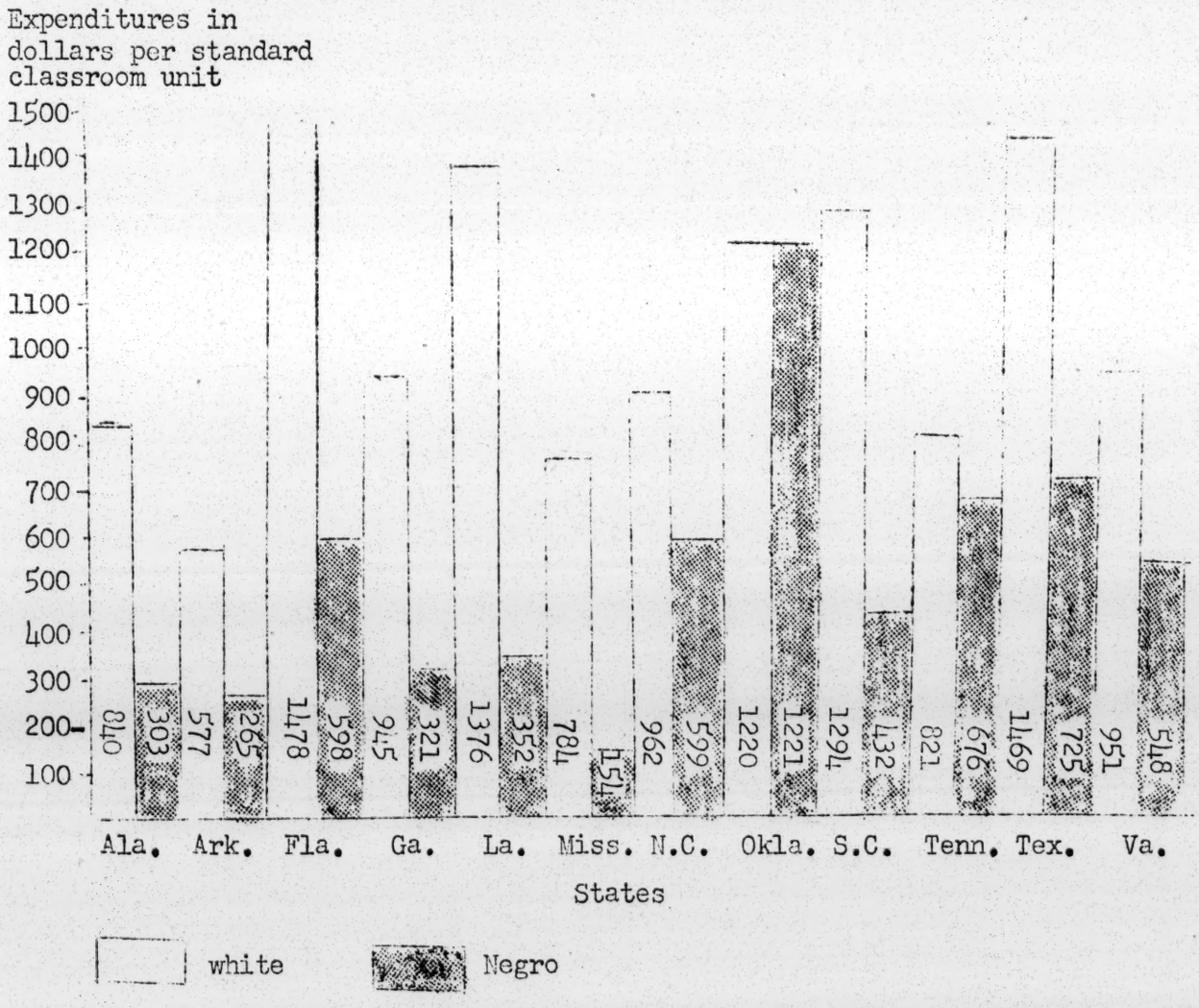


*Includes principals.

Source: Improving Education in the Southern States, Southern States Work Conference, 1941.

Figure 3

CURRENT EXPENDITURES PER STANDARD CLASSROOM UNIT FOR WHITE AND NEGRO SCHOOLS, 12 SOUTHERN STATES, 1939-40



Source: John K. Norton and Eugene S. Lawler. An Inventory of Public School Expenditures in the United States (American Council on Education, 744 Jackson Place, N. W., Washington, D. C., 1944).

$111 in Arkansas was the lowest. It will be recalled that Florida also made the greatest expenditure per standard classroom unit. The value of not a single Negro school plant per Negro child enrolled reached $100; the greatest value was $72, found in Texas. The lowest was $24, in Alabama. Table 5 gives figures by states by race for current expenditures per standard classroom unit and shows value of school plants for white and Negro schools by giving the percent the Negro share is of the white and the estimated amount of money it would take to equalize the plants.

Table 5

COMPARATIVE VALUES OF WHITE AND NEGRO SCHOOL PLANTS
10 SOUTHERN STATES, 1939-40

State	Value of school plants per child White	Negro	% total Negro share of value of school is of white	Est. additional cost to equalize white and Negro school plants
Alabama	116	24	20.6	$ 22,065,312
Arkansas	111	31	27.8	9,253,037
Florida	269	54	20.2	22,673,900
Georgia	129	34	26.0	26,188,220
Louisiana	227	34	15.0	33,199,886
Mississippi	162	28	17.4	40,095,541
North Carolina	164	54	32.7	30,045,652
South Carolina	172	33	19.0	30,129,543
Texas	243	72	29.5	38,131,890
Virginia	142	58	40.7	12,762,528

One-Room Schools

One-room schools are far more prevalent for Negroes than for whites. Of ten states (excludes Louisiana, Kentucky, and Oklahoma), Arkansas had the highest white enrollment in one-room schools -- 15 percent; she had 31.3 percent of her Negro enrollment in such schools. Only Georgia, with a slightly higher percentage -- 31.6 -- exceeds this figure for Negroes. Georgia had only 1.8 percent of her white enrollment in one room schools. The smallest percentage of white one-room school enrollment was found in Florida,where only 1.6 percent of

the white pupils were so enrolled; North Carolina had 1.7 percent, Georgia 1.8 percent, and South Carolina 1.9 percent. The smallest enrollment percentage among Negroes was 3.8 percent in Texas; the next smallest was 10.7 in South Carolina; North Carolina, with 12.0 percent, ranked third lowest. Figure 4 shows comparisons by states by race of percent of enrollment in one-room schools.

Average Expenditures Per Child

Complete data were unavailable for this report on average expenditures per child attending school. However, according to a report of Southern educators, in a recent year the average for the Nation was $105. In Kentucky it was $59; in Mississippi, $36.66; Georgia, $40; South Carolina, $58; Virginia, $80; Louisiana reported $100.10 for white pupils, $30.10 for Negroes.

FINANCING EDUCATION

While the chief interest in this discussion of education centers in disparities between facilities provided white and Negro pupils in the South, a word or two should be said about the South's ability to finance education, for therein lies the crux of the poor showing of the region.

The South has a disproportionate share of the Nation's children to educate on a low per capita income. According to the 1940 Census, the region has 28.1 percent of the Nation's population, 33 percent of the Nation's population of school age (5-17), but only 12 percent of the Nation's tax-paying wealth (approximate). Department of Commerce figures for 1943 show that average per capita income in eleven Southeastern states was $652 -- lower than any single state outside the area.

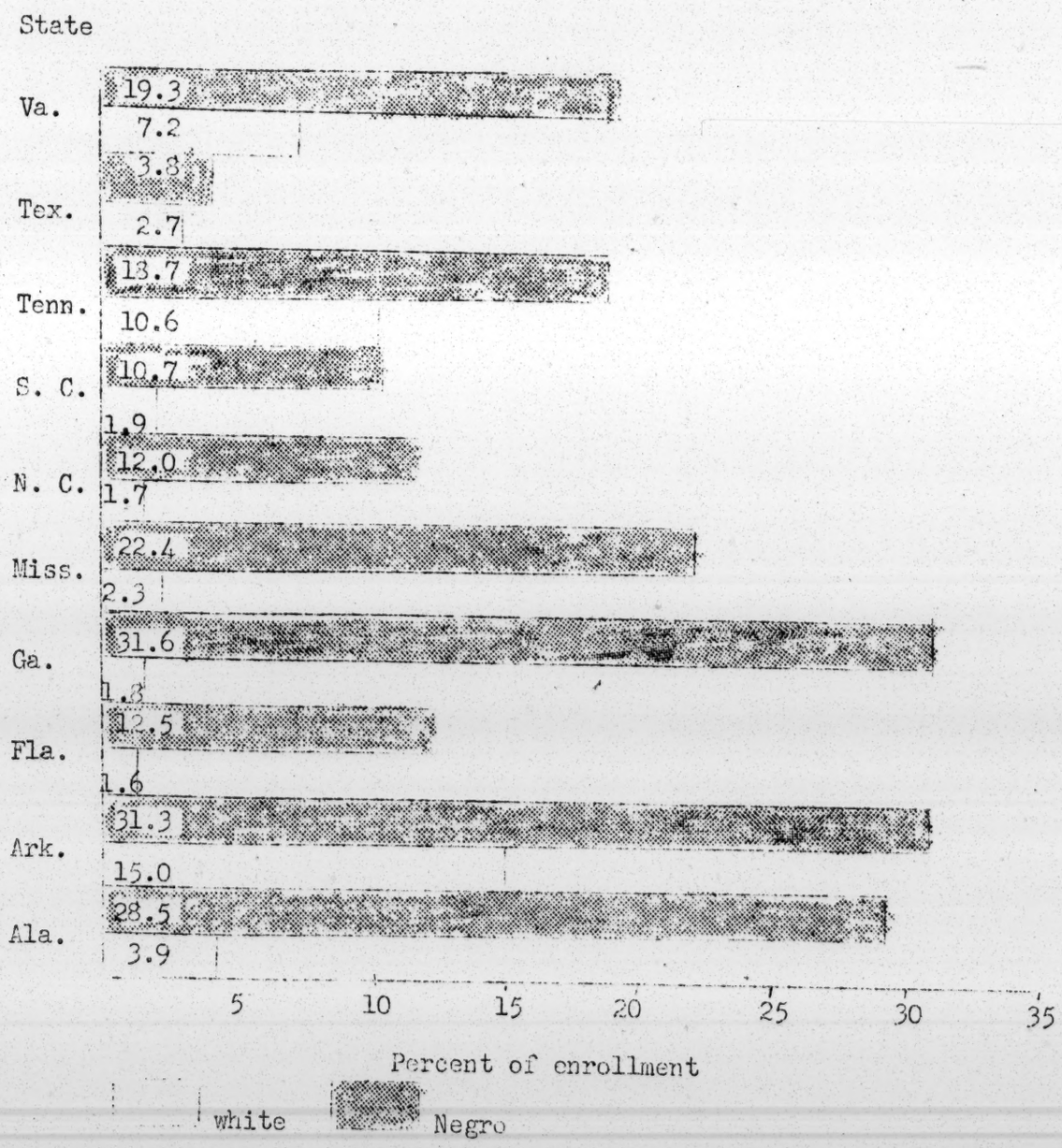
Twelve "High" and Twelve "Low" States

A recent Bulletin of the Bureau of School Service, published by the University of Kentucky,[1] ranks the 48 states in regard to education according to the following indices:

1. C. C. Ross, Factors Associated With a State's Educational Level, (Bulletin of of the Bureau of School Service. University of Kentucky, Vol. XVIII, No. 1. September, 1945.

Figure 4

PERCENT OF WHITE AND NEGRO SCHOOL ENROLLMENTS IN ONE-ROOM SCHOOLS



Source: Improving Education in the Southern States, 1941, Southern States Work Conference.

(1) percent of the population 25 years of age or over with four years of schooling or less

(2) percent of the population 25 years of age or over with four years high school or more

(3) median years' schooling of the population 25 years of age or more.

From the ranking, the twelve "high" and the twelve "low" states were determined. The twelve low states included Kentucky, Virginia, Arkansas, North Carolina, Georgia, Mississippi, Alabama, South Carolina, Louisiana, West Virginia, and New Mexico. It will be noted that ten of the twelve states have high percentages of Negro population and maintain separate schools for white and Negro pupils.

Ability To Support Education

Table 6 shows the standing of the high and low states according to certain factors which indicate ability to support education: number of children ages 5-17 per 1000 population, 1940 income per capita, and percent of state's income necessary to provide education at the level of the national average in 1939-40.

From the table it will be seen that the low states had greater numbers of children ages 5-17 per 1000 population than did the high states -- and thus more children to educate per 1000 population. But in both 1940 and 1943 the average per capita income of the 12 high states was approximately twice as great as that of the 12 low states, which have, with the exception of New Mexico, high percentages of Negro population and maintain separate schools for the races. In 1940, only one of the low states, Virginia, had a per capita income as great as the lowest of the high states, Nebraska; in 1943, no low state was as high as the lowest of the high states. The difference between the income per child of ages 5-17 of the high states was almost three times that of the low states. Here again all of the low states fell behind the lowest of the high states.

Table 6

CERTAIN INDICES OF ABILITY TO SUPPORT EDUCATION, TWELVE HIGH AND TWELVE LOW STATES, 1939-1940

State	Children ages 5-17 per 1,000 popula. Number	Children ages 5-17 per 1,000 popula. Index*	1940 total income Per capita	1940 total income Per child ages 5-17	1943 per capita income	% income necessary to provide ed. at Nation av.
High						
Utah	271	120	$ 487	$ 1,798	$ 1,009	4.9
California	178	79	819	4,626	1,429	1.9
Nevada	187	83	960	5,140	1,397	1.7
Washington	190	84	633	3,347	1,368	2.7
Oregon	192	85	586	3,056	1,229	2.9
Wyoming	230	102	638	2,800	938	3.2
Colorado	224	99	551	2,446	950	3.6
Massachusetts	206	91	757	3,684	1,201	2.4
Idaho	246	109	470	1,922	955	4.6
Maine	235	104	504	2,152	1,036	4.1
Nebraska	230	102	444	1,934	937	4.6
Iowa	219	97	471	2,156	983	4.1
Low						
New Mexico	286	127	356	1,247	656	7.0
West Virginia	274	121	401	1,464	688	6.0
Kentucky	266	118	330	1,244	609	7.1
Tennessee	259	115	325	1,256	649	7.0
Virginia	257	114	455	1,648	820	5.4
Arkansas	272	120	253	932	512	9.5
North Carolina	287	127	317	1,106	619	8.0
Georgia	268	119	321	1,202	647	7.4
Mississippi	282	125	195	693	484	12.7
Alabama	282	125	264	936	603	9.4
South Carolina	296	131	281	950	576	9.3
Louisiana	260	115	350	1,349	714	6.6
Mean						
High States	217	97	610	2,923	1,119	3.4
Low States	274	121	321	1,169	631	8.0

*National average - 100.

Source: C. C. Ross, Factors Associated With a State's Educational Level, (Bulletin of the Bureau of School Service, University of Kentucky, Vol. XVIII, No. 1, September, 1945), pp. 46, 50.

The percent of the income necessary to provide education at the level of the national average of 1939-40 was more than twice as great for the low states as for the high, and the percent in the most favored of the low states exceeded that of the lowest of the high states.

Thus the low states, with large numbers of children to educate and two sets of school systems to maintain, have small per capita income with which to provide the education.

Effort to Support Education

The Southern states make a greater effort than other states to support education, however, according to the proportion of tax collections that are spent on education, yet they make a poorer showing in education. Dr. Rupert B. Vance, in his book, All These People, says that "wealthy states with the best records spend the smallest proportion of their taxes on education while the States of the Far West and Southeast, often with the poorest records, spend 43 percent or more of their tax dollars."[2]

Summary

"Some states are rich in wealth, poor in children, generous in expenditures for education, low in financial effort to provide these generous expenditures, and fortunate in their educational results.

"Other states which are rich in numbers of children, but poor in ability to pay for their education, provide only meager expenditures for their schools and get inferior educational results, on tax rates which are high as compared with the country as a whole."[3]

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2. Chapel Hill, University of North Carolina Press, pp. 428-430.

3. John K. Norton and Eugene S. Lawler, An Inventory of Public School Expenditures in the United States, (American Council on Education, 744 Jackson Place, N.W., Washington, D. C.), p. 316.

Obviously there is no easy answer to the poor showing of Negro schools of the South as compared to the white schools, and of the schools of both races as compared with those of the Nation as a whole. This discussion of education does not purport to say what the answer to the South's problems will be. Some authorities have suggested Federal aid to education, others revision of the tax structure, etc. Whatever the answer, Christian leaders should be vitally concerned to see that there is equalization of the South's facilities with those of the Nation, and that this equalization includes facilities provided for Negroes. As long as the South retains her poor showing in education, just so long will her people fail to take their rightful place in American life. Ignorance, let it be remembered, is the breeding ground for intolerance, suspicion, and greed.

STATE OF ALABAMA
DEPARTMENT OF EDUCATION
MONTGOMERY 4, ALABAMA

February 14, 1947

RECEIVED
FEB 18 1947
Southern Regional Council

Mr. Guy B. Johnson
Executive Director
Southern Regional Council, Inc.
Atlanta 3, Georgia

Dear Sir:

I am herewith enclosing copies of statutory provisions and administrative procedures governing the payment of tuition, fees, and other expenses for colored persons outside the State of Alabama when the desired graduate or professional course is not available to them within the state.

Sincerely

A. R. Meadows

A. R. Meadows
State Superintendent of Education

ARM:L
Enclosures

RECEIVED
FEB 18 1947
Southern

State Scholarship Aid
1946-1947

Form 1

A L A B A M A

RULES AND REGULATIONS
GOVERNING APPLICATIONS OF RESIDENTS OF ALABAMA FOR STATE SCHOLARSHIP AID IN PURSUING GRADUATE, PROFESSIONAL, OR TECHNICAL WORK IN REGIONAL GRADUATE INSTITUTIONS

(These Rules and Regulations Are Subject to Change by State Board of Education)

APPLICATIONS:

1. APPLICATIONS for State Scholarship Aid will be filed with the State Superintendent of Education, Montgomery, Alabama, on forms prescribed by him. Applications must be made at least sixty (preferably ninety) days before the opening date of any semester or quarter for which state aid is sought.

DATES FOR REVIEWING APPLICATIONS:

2. For Fall Quarter)
For First Semester) August 10
For Full Term)

For Winter Quarter) November 10
For Second Semester)

For Spring Quarter) February 10

For Summer Quarter) May 10

RECIPIENT OF SCHOLARSHIP AID:

3. STATE SCHOLARSHIP AID will be considered for Negro residents of Alabama who desire to study and can qualify for graduate, professional, or technical courses which are offered at University of Alabama or Alabama Polytechnic Institute but are not offered at the State Teachers College at Montgomery, or at the Alabama State Agricultural and Mechanical Institute, or at Tuskegee Institute.

REQUIREMENTS:

4. a. Before he will be considered for scholarship aid, THE APPLICANT MUST FILE ALONG WITH HIS APPLICATION A CARD OF ADMISSION FROM THE INSTITUTION WHICH HE WISHES TO ATTEND, SHOWING THE EXACT COURSE OR COURSES WHICH HE WISHES TO PURSUE.

b. Recipients of scholarship aid must devote full-time to the pursuit of courses for which they are receiving aid.

RESIDENCE:

5. An applicant must have been a legal resident of Alabama for twelve months immediately prior to his making application. If the applicant is not married, his RESIDENCE will ordinarily be where his parents reside. If he is married or has a family, his residence will be where his family resides. In unusual cases, the question of residence will be decided by the State Superintendent of Education.

TYPE INSTITUTION:

6. The INSTITUTION which the applicant desires to attend must be accredited by the Educational Regional Agency in which it is located to be acceptable for the type study which the applicant desires to pursue.

PERIOD OF GRANT-IN-AID:

7. THE PERIOD OF GRANT-IN-AID is for a maximum of one year (nine months), subject to renewal only in cases of undergraduate professional work, such as law, medicine, engineering .....

RENEWALS:

8. Applications for RENEWAL of grants shall be made on forms prescribed by and secured from the State Superintendent of Education and shall be accompanied by an official transcript of the credits earned by the applicant during the preceding period of study for which he received scholarship aid. Also, along with the renewal of application, there must be a letter from the Registrar or Dean indicating that the applicant is in good standing and doing acceptable work in the course or courses which he is pursuing.

AMOUNT OF AID:

9. THE AMOUNT OF AID will be determined by the sum of items a, b, and c below:

a. If the sum of the tuition and other required fees charged for the particular course or courses by the institution to which the applicant has been admitted or approved for admission is greater than the sum of the tuition and other required fees for the same courses at the University of Alabama or at the Alabama Polytechnic Institute, the difference will be paid, with the understanding that at no time is this allowance to exceed $300 a year of nine months. (A student whose tuition is being paid in full or in part under the G I Bill of Rights is not eligible for state aid for tuition and fees unless said tuition and fees amount to more than $500 (maximum allowed under the G I Bill) plus the tuition and fees charged at the University of Alabama or at Alabama Polytechnic Institute)

b. If the rate for board and lodging in the dormitory at the institution to which the applicant has been admitted or approved for admission is greater than the rate for board and lodging in the dormitory at the State Teachers College at Montgomery, the difference will be paid.

The maximum allowance will be the difference between the rate for room and board for a period of four weeks in the dormitory at the State Teachers College at Montgomery and $60 for four weeks ($20 for room and $40 for board) in those institutions where room and board are not provided.

c. The coach railroad fare (less federal tax) from the applicant's home to the railroad station nearest the institution to which the applicant has been approved for admission and his return home. The State Board of Education limits this amount to $50 for the scholastic term of nine months, one trip each way. For the applicant attending an institution for a fractional part of the school year, he will receive that fractional part of the railroad fare, less the federal tax.

METHOD AND TIME OF PAYMENTS:

10. The amount of State Scholarship Aid officially allotted for a regular year of study will be paid in two or three instalments, depending on whether the institution operates on the semester or the quarter system. The amount of State Scholarship Aid officially allotted for summer study will be paid in one or two instalments, depending on whether the institution operates a six-week or a twelve-week period. All claims by both the institution and the student will be made on forms provided by the State Board of Education.

a. The scholarship aid for tuition and fees will be paid by state warrant direct to the institution when the institution submits evidence in the form of a claim, signed by an official of the institution, stating that the applicant is in attendance at that institution.

b. The allotment from the scholarship aid for room and board will be paid by state warrant direct to the applicant at the end of each quarter or semester, upon the submission of a claim signed by the landlady or some other person in authority.

c. Reimbursement for railroad fare, in accordance with paragraph 9.c., from applicant's home to institution will be paid by state warrant direct to the applicant when he submits a claim for the actual fare from his home to the institution that he is attending. The return fare will in like manner be paid at the end of the term when the applicant has returned home and has submitted proper claim.

d. Upon receipt of any approved claim as outlined above, the State Superintendent will prepare his voucher and send same to the State Comptroller, who will issue a state warrant in payment thereof.

RESPONSIBILITY OF APPLICANT:

11. RESPONSIBILITY IS PLACED UPON THE APPLICANT for the submission of a formal application for state aid AFTER he has ascertained that the graduate, professional, or technical course or courses which he desires to pursue are not offered at either the State Teachers College at Montgomery, or at the Agricultural and Mechanical Institute at Normal, or at Tuskegee Institute; and AFTER he has been officially notified of his approval for admission to his chosen institution for specified course or courses. THIS OFFICIAL NOTICE MUST BE ATTACHED TO THE APPLICATION FOR SCHOLARSHIP AID AND SENT TO THE SUPERINTENDENT IF CONSIDERATION IS TO BE GIVEN THE APPLICATION.

ADVISERS:

12. The Presidents of the three institutions -- State Teachers College, Montgomery; Agricultural and Mechanical Institute, Normal; and Tuskegee Institute, Tuskegee Institute, Alabama -- shall be advisers to applicants in the interpretation of the Rules and Regulations Governing State Scholarship Aid and also advisers to the State Superintendent of Education in evaluating the character and qualifications of applicants.

SUPERINTENDENT'S ACTION FINAL:

13. a. The State Superintendent is authorized by the State Board of Education to withdraw aid at any time that the applicant is adjudged by him as ineligible or unworthy of further aid.

b. ACTION taken by the State Superintendent of Education on any application for State Scholarship Aid shall be final.

No. 105) (H. 128 - Hodo

"AN ACT"

"To make annual appropriations for the support, maintenance, and development of public education in Alabama for each of the fiscal years ending September 30, 1946, and September 30, 1947, including all schools, agencies, services, and institutions under the general or direct control or subject to the rules and regulations of the State Board of Education, the Board of Trustees of Alabama College, the Board of Trustees of the Alabama Polytechnic Institute, the Board of Trustees of the University of Alabama.

"Be it Enacted by the Legislature of Alabama:

.....

"Section 10. MISCELLANEOUS. That there is hereby appropriated to the State Board of Education out of the State Treasury for each of the fiscal years ending September 30, 1946, and September 30, 1947, for the maintenance and support of the schools, agencies, and institutions under its control, the following amounts: ..... (i) for Regional Education $25,000.00."

State Department of Public Instruction

OLIVER HODGE, Superintendent
TRUMAN BENNETT, Assistant Superintendent

Oklahoma City, Oklahoma

February 17, 1947.

RECEIVED
FEB 20 1947
Southern Regional Council

Mr. Guy B. Johnson, Executive Director,
Southern Regional Council, Inc.,
Room 432, 63 Auburn Avenue, N. E.,
Atlanta 3, Georgia.

Dear Mr. Johnson:

I am in receipt of your letter of February 12 in regard to the education of colored persons outside the State of Oklahoma. The State of Oklahoma will pay the tuition and fees as well as three cents per mile for travel expenses for negros who desires to take courses that are not available to them within Oklahoma. We do this so far as the money is available. If the total amount necessary is not available, then it is prorated. The desired course must be available to the white people of Oklahoma before we pay the expenses for the negro people.

Sincerely yours,

Oliver Hodge

Oliver Hodge,
State Superintendent.

OH/m

State of Mississippi

DEPARTMENT OF EDUCATION
DIVISION OF NEGRO EDUCATION
JACKSON

J. M. TUBB
SUPERINTENDENT
P. H. EASOM
STATE AGENT
E. P. LITTLEJOHN
ASSISTANT STATE AGENT

RECEIVED
FEB 18 1947
Southern Regional Council

February 17, 1947

Mr. Guy B. Johnson
Executive Director
Southern Regional Council
Room 432, 63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Johnson:

I am sorry to have to advise that Mississippi has provided no funds and no statutory provisions for graduate education for Negroes except in medicine. This matter was written up in the newspapers recently by a Mr. Coleman from Atlanta and I learned from his article that Mississippi is the only state in the south not yet doing anything in this field.

This question will be brought to the attention of the next Legislature.

Cordially yours,

P. H. Easom
State Agent

PHE:ls

COLIN ENGLISH
SUPERINTENDENT

STATE OF FLORIDA
DEPARTMENT OF EDUCATION

TALLAHASSEE

February 17, 1947

RECEIVED
FEB 19 1947
Southern Regional Council

Mr. Guy B. Johnson
Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Johnson:

Thank you for your letter of February 12. Enclosed herewith is a statement of the regulations adopted by the State Board of Education and the Board of Control for providing out-of-state scholarships to Negroes for graduate and professional education. The legislature has not enacted legislation on graduate and professional education for Negroes, so there are no statutes. This set of regulations is all of the information relative to graduate and professional education for Negroes that we have.

With kindest wishes, I am

Sincerely yours,

D. E. Williams

D. E. Williams
Supervisor of Instruction

DEW:ag

Educ.-Fla.

REPORT TO

THE STATE BOARD OF EDUCATION AND
THE STATE BOARD OF CONTROL

We, the undersigned members of the committee appointed by the State Board of Education to prepare suitable regulations governing the granting of out-of-state scholarships to Florida citizens of the Negro race, beg to submit herewith our report.

In the preparation of these regulations we have been conscious of the fact that equal educational opportunities for Negroes in institutions of higher learning in Florida do not exist. We are mindful of the legal rights of Negroes to enter the University of Florida and the State College for Women in order to avail themselves of courses not taught at the Florida Agricultural and Mechanical College under the decision of the Supreme Court of the United States in the celebrated Missouri case. While the granting of out-of-state scholarships under the regulations hereinafter set forth does not fully meet the requirements of the Supreme Court decision, it is our considered opinion that the provisions for scholarships under these regulations is all that is economically feasible or justified at this time.

PROPOSED REGULATIONS GOVERNING THE ADMINISTRATION
OF OUT-OF-STATE SCHOLARSHIP AID

1. Under these regulations scholarships shall be granted to applicants of the Negro race to attend colleges and universities beyond the boundaries of Florida to pursue courses which are offered at the Florida State College for Women and the University of Florida but which are not offered at the Florida Agricultural and Mechanical College.

2. Scholarships shall be granted only to residents of the State of Florida and a showing that the applicant has bona fide resided therein for twelve months next preceding the filing of his application for a scholarship hereunder shall be prima facie evidence of such residence.

3. Scholarships shall be granted only to applicants of good moral character and accepted academic qualifications.

4. Scholarships shall be granted only to applicants who plan to enroll in colleges and universities which are accredited by recognized regional and national accrediting associations.

5. Scholarships shall be granted only to applicants who plan to enroll in colleges or universities and in courses or programs of study approved by the State Board of Control upon the recommendation of the Florida Agricultural and Mechanical College.

6. Scholarships shall be granted only to applicants who pursue what the college or university of attendance considers a normal college load.

7. All applications shall be filed with the president of the Florida Agricultural and Mechanical College not later than sixty days preceding the beginning of the session the applicant plans to attend at the out-of-state college or university.

8. Scholarships shall be granted to applicants on the assumption that they will return to live and work for a reasonable length of time in the State of Florida.

9. The applicant shall be entitled to receive scholarship aid upon final approval of his application by the Board of Control and due notice thereof is delivered to him and the institution which he is to attend stating the amount of scholarships aid he is to receive.

10. The president of the Florida Agricultural and Mechanical College shall recommend the amount needed to equalize the expenses of each applicant to and at the out-of-state college or university with the expenses of a student registered in similar courses at an institution of higher learning in Florida in accordance with regulations as set forth in paragraph 13. The amount approved by the Board of Control shall constitute the scholarship to be granted to the applicant.

11. The recipient of a scholarship shall submit to the president of the Florida Agricultural and Mechanical College proof of registration at and enrollment in an out-of-state college or university as a prerequisite to payment of scholarship aid granted.

12. Scholarships shall be limited to equalization with respect to the cost of attending institutions of higher learning in Florida with the cost of attending out-of-state colleges or universities at which courses, as stated in paragraph 5 above, may be obtained. In determining such costs the Board of Control shall consider only the cost of transportation and tuition. Transportation shall consist of railroad coach fare from the home of the applicant to the nearest accredited out-of-state college or university offering the courses that the applicant plans to take, irrespective of the institution in which he actually plans to enroll, less the railroad fare from the applicant's home to the University of Florida or the Florida State College for Women, as the case might be. Tuition expenses shall be the difference between the tuition in the out-of-state college or university attended and the tuition at the institutions of higher learning

in Florida. No grant to any recipient shall exceed $300.00 for the full academic year of two semesters or three quarters, inclusive of transportation and tuition differentials; and none shall exceed $150.00 for summer study.

13. Payment of scholarship aid shall be made to persons whose applications have been approved. Transportation and tuition expenses for one semester, quarter, or term, shall be paid promptly upon receipt of a statement from the dean or registrar of the college attended certifying that the recipient has been in regular attendace at classes during the first six weeks (three weeks for a summer school term), of a school session and a statement from the business manager or bursar that entrance and tuition fees have been paid. Complete and final payment of scholarship aid shall be made to the recipient promptly upon receipt of a similar statement from the dean or registrar and business manager or bursar for the last semester, quarter, or term.

14. Applicants will be considered in the order in which their applications are received but the aggregate in amount of scholarships awarded shall not exceed the funds appropriated for the purposes hereof. The Board of Control reserves the right to refuse applicants whom it considers have not applied for scholarships in good faith or whose previous academic record would not permit them entrance to a similar institution of higher learning in Florida where the courses sought are offered.

15. Applications for scholarship aid provided in these regulations and correspondence with reference thereto shall be channelled through the president of the Florida A and M College

16. The disbursement of scholarship aid shall be made in the manner that has been established and followed in handling state funds by the college.

D. E. Williams, Chairman

J. T. Diamond, Secretary

Wm. H. Gray, Jr.

John T. Wiggington

STATE OF LOUISIANA
DEPARTMENT OF EDUCATION
BATON ROUGE 4

February 17, 1947

RECEIVED
FEB 20 1947
Southern Regional Council

Mr. Guy B. Johnson, Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Johnson:

Your letter of February 12, requesting information concerning provisions and administrative procedures governing out-of-state scholarships for Louisiana Negro residents, has been referred to me by Superintendent John E. Coxe for reply.

We are glad to send you herewith a copy of the Louisiana Plan for Out-of-State Scholarships for Louisiana Negroes and wish to assure you that if after reading this document you desire to raise any questions about it or wish to have further information concerning its provisions, you need only to write us and we shall be glad to be of assistance to you.

Sincerely yours,

R. R. Ewerz

R. R. Ewerz, Director
Higher Education

RRE/dd
Enclosure (1)
cc: Supt. J. E. Coxe

STATE OF LOUISIANA
DEPARTMENT OF EDUCATION
DIVISION OF HIGHER EDUCATION
BATON ROUGE 4

Announcement of and Rules and Regulations for Out-of-State Scholarships for the Specialized, Professional and Graduate Education of Negro Residents of Louisiana

Adopted by the State Board of Education, _____
(Date)

General Statement

The Legislature of Louisiana at its regular session in 1946 passed an act whose title is in part as follows:

> Act 142. Appropriating to the State Department of Education $50,000 out of the State General Fund for each year of the biennium for the purpose of providing educational opportunities in schools and colleges located outside the State of Louisiana for the specialized, professional, or graduate education of Negro residents of Louisiana, as physicians, dentists, veterinarians, public health workers, nurses, agriculturists, home economists, and teachers, and the like requiring specialized, professional, or graduate education. These funds shall be used under rules and regulations recommended by the State Department of Education. . . . .

Louisiana is one of the states making constitutional provision that the white and Negro races shall attend separate educational institutions. At the elementary and secondary school levels and at the undergraduate college level, the state has provided institutions for the Negro race; but prior to Act 142 it had made no provision for the specialized, professional and graduate education of Negroes.

Act 142 aims to provide educational opportunities for Negro students at these specialized and advanced levels which are equal in quality, and equalized in cost, and are otherwise comparable to such opportunities provided white students. Like all other state funds appropriated for public education, the funds provided by this act constitute a justified investment and shall be expended always with this in mind. This implies that recipients of scholarships from the fund

will prepare themselves to return to Louisiana to serve the state as physicians, dentists, veteranarians, public health workers, nurses, agriculturalists, home economists, teachers, and in other capacities according to the opportunities afforded.

Administrative

The administrative officer immediately responsible for the Out-of-State Scholarship Program shall be the Director of Higher Education. He is responsible to the State Superintendent of Education and through the Superintendent shall report to the Board summarizing all transactions in connection with the program, including names of holders of grants from the fund, amounts granted, institutions and fields of study approved, number of weeks for which grants are made, ultimate goals of scholarship holders and other pertinent information. This being but a part of the whole duties of the Director of Higher Education, he shall not be paid any additional compensation for services in this connection. But reasonable incidental costs for the administration of the program shall be paid out of the fund and accounted for in the annual report.

Recipients of scholarship grants shall be selected by the Director for each semester or other period (as hereinafter provided) and listed. Before payments are made the list shall have the approval of the State Superintendent of Education and of the State Board of Education. Usually the recommended list of recipients shall be approved by the Board prior to the disbursement of grants, but in case the Board is not in session between the date of the completion of the recommended list and the date when it is necessary to notify those selected, the first payments may be made on order of the State Superintendent of Education. In such case the list shall be submitted at the next meeting of the Board for approval.

A recommended list of alternates may be submitted, arranged in priority order of merit, the persons listed thereon to be moved up to the first list as vacancies may occur.

Final dates for applications for grants, unless changed by Board approval, shall be as follows:

For Fall semester -- August 1

For Spring semester -- December 15

For Summer session -- April 15

For any other period -- 45 days prior to the opening of the period

Notification of selection or rejection shall be sent to applicants as soon thereafter as possible and not later than September 1, January 1, and May 15 respectively.

In order that the fund may be made operative in the Fall of 1946, the effective date of the above schedule shall be delayed until December 15, 1946, and all things necessary to make the scholarship grants available for the Fall semester, 1946, shall be done promptly.

Eligibility for Scholarship

Scholarship grants shall be made only to young men and women of the Negro race, of good moral character and good health, who have been bona fide residents of the State of Louisiana for at least one year prior to the date of the application. If to a minor, residence shall be determined by the place of residence of the parents, a parent or guardian. If to an applicant who is of age and married, the applicant's residence shall be considered to be the place within the state where he has lived during the year prior to the date of the application.

This requirement shall not be construed to exclude an applicant who is a bona fide resident but has been outside the state attending school or serving in the armed forces during the year, provided he was a bona fide resident for one year prior to the date of actually entering the school outside the state or enlisting in the armed forces.

Written evidence as to residence shall be submitted from the parish superintendent of schools or the principal of the Negro high school nearest the place of residence and/or from other reliable sources.

Evidence of admission of the applicant to the course selected in an approved institution shall accompany the application.

"Approved institution" shall mean an institution approved by its regional accrediting agency, or by the recognized national accrediting agency, or by an institution approved for this purpose by the Louisiana State Department of Education.

The applicant's ability and promise as shown by transcripts of his high school and college record and by other evidence and his good reputation in his home and school community shall be taken into consideration; and the applicant who gives evidence of superior ability and promise shall be given preference.

While the selection of applicants for the recommended lists shall be done by the Director of Higher Education, it shall be done by and with competent advice of educators and citizens of both races.

Needless to say, all selections for scholarship grants shall be made by the Director strictly on a professional, objective basis. His actions here shall be subject to continual review by the State Superintendent of Education and by the State Board of Education.

Amounts and Purposes of Scholarship Grants

The purpose of the scholarship fund is to furnish qualified young men and women of the Negro race who are bona fide residents of Louisiana opportunities in the specialized, professional and graduate education which are equal in quality and equalized in cost to similar opportunities in these fields which are provided for white students in the state-supported institutions of higher education. Payments will be granted Negro students to attend out-of-state institutions as follows, and under the following limitations:

For Tuition -- The cost of tuition and regular institutional fees in the course or program selected by the student and approved for the grant, less the charge made against white students for similar course or program at Louisiana State University

For Travel -- Railroad fare at not over three cents per mile round trip from the student's home in Louisiana to the institution by the most direct railroad route, less the amount of three cents per mile round trip from the student's home to Baton Rouge, plus subsistence en route at the rate of $6.00 per day

For Living Expenses -- The amount of the average cost of room and board in the dormitories of the institution selected, less the amount of the average cost of room and board in the dormitories of Southern University. In case the institution selected has no dormitories, the average cost of room and board as certified by the institution's finance officer shall be used.

Other Payments -- No payments will be made for any other purpose unless they can be justified as necessary in order at least to equalize costs to Negro students for education in out-of-state institutions with costs to white students taking similar courses at Louisiana State University. Such other payments shall be particularly called to the attention of the Board and approved by it in advance.

All scholarship grants shall be made on the assumption that the student will take a full course. For a part-time course all payments shall be proportionately reduced.

Worthy Performance and Renewal of Scholarship Grants

Scholarship grants shall be subject to renewal under the same conditions for subsequent semesters or periods of study on request accompanied by evidence of satisfactory scholastic work and good conduct. For renewal, the filling out of another application shall not be required. Grants shall be subject to renewal until the completion of the courses undertaken, as legislative appropriations to this fund will permit.

Over-lapping with Other Scholarships

Another scholarship or other scholarships held by the applicant, if substantial, shall be taken into consideration. This does not apply to payments made to veterans under Public Law 346 or Public Law 16.

Grants for Making up Deficiencies

A scholarship grant for making up a deficiency may be justified if it shall be shown that work on the deficiency level is offered in the state-supported institutions for white students but is not obtainable in the state-supported Negro colleges of Louisiana.

Distribution of the Total Fund Throughout the Year and Among the Several Fields

The Out-of-State Scholarship Fund of $50,000 shall be distributed smoothly throughout the year, approximately one-third being reserved for each of the two semesters of the academic year and one-third for the summer session, with probably not more than $20,000 being allotted during one fiscal year to any one of the three. Travel allowance (as well as the other allowances) for the summer session may be less than the travel allowance for the full academic year in the proportion that the period in weeks of the summer session is shorter than 36 weeks.

Appropriate allotment shall be made among the several fields (i.e. medicine, teaching, nursing, dentistry, etc.) based on such criteria as demand on the part of qualified applicants, the shortage of trained Negro personnel in each field (as determined objectively) and the availability of places in out-of-state institutions for applicants.

Certificate of Scholarship Grant and Method of Payment

An official certificate showing total amount of the grant, and amount for tuition and fees, amount for travel and amount for room and board, shall be sent in duplicate to the applicant. This shall be the only legal notice of a grant. (See proposed form of certificate attached hereto.)

One copy of the certificate shall be deposited by the scholarship holder with the finance officer of the institution in lieu of the payment of that part of the amount allowed by the scholarship for tuition and fees. The finance officer shall present the certificate to the Director of Higher Education as a claim on the State of Louisiana for the prompt payment of the balance of tuition and fees.

One half of the total amount for travel expenses shall be sent on receipt of an itemized Louisiana expense account, with receipts for railroad (or other carrier) fare and for hotel charges, and the other half on receipt of similar expense account for return trip. The Director is authorized in his discretion to advance the amounts of travel funds from a small revolving fund that may be set up for this purpose on approval of the State Director of Finance.

The amount granted for room and board for the semester shall be sent at the beginning of the semester (or period) to the scholarship holder, either in one payment for the semester (or period) or in two payments at the beginning and in the middle of the semester or period.

Maximum Length of Grants

The maximum total period for which a scholarship grant may be in force and renewed shall not ordinarily exceed the time usually required for the completion of the course or degree for which the student is working, viz: medicine, four academic years; law, three academic years; master's degree, one calendar year, at the discretion of the Director.

COMMITTEE ON SCHOLARSHIP AID FOR NEGRO GRADUATE AND PROFESSIONAL STUDENTS

State Department of Education
Office of the Executive Secretary

AUSTIN 11, TEXAS

RECEIVED
FEB 20 1947
Southern Regional

February 17

1947

Mr. Guy B. Johnson
Executive Director
SouthernRegional Council, Inc.

ok

Dear Mr. Johnson:

Replying to your letter of February 12th, this is to advise that since 1939 the Legislature of Texas has appropriated $25,000.00 per year for use as State Scholarship Aid to Negro graduate and professional students, to assist them in graduate or professional study at out-of-state institutions, provided that the courses they wish to pursue are not offered at Prairie View University and provided similar courses are offered to white students of Texas.

Grants are made by the Committee on Scholarship Aid and provide for the differential between the tuition charged at Prairie View University and the tuition charged at the out-of-state institution selected by the applicant. Due to the inadequacy of the appropriation a maximum of $100.00 per 18 week semester has been set (except for the study of Medicine when $150.00 is allowed per 18 week semester.) Travel grants are also based on the differential between the distance from the applicant's home to Prairie View and the distance to the institution of his choice.

I am enclosing a Statement of Policy and Procedure which was adopted by the Committee on Scholarship Aid, which will probably answer a good many of your questions.

If we can be of any further service to you, please feel free to call on us.

Very sincerely yours,

Copied

J B Rutland

J. B. Rutland
Executive Secretary
Scholarship Aid Committee

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Enclosure (1)

Office of Executive Secretary

TEXAS SCHOLARSHIP AID COMMITTEE
STATE DEPARTMENT OF EDUCATION

Austin, Texas

STATEMENT OF POLICY AND PROCEDURE

(Adopted by the Committee on Scholarship Aid for Negro Residents of Texas Attending Graduate and Professional Schools Outside the State)

I. To be eligible for scholarship aid:

1. The applicant must be a resident of Texas and must have resided in Texas for eight years or more.
2. If desiring to do graduate study, the applicant must hold a Bachelor's degree from an institution approved by the Southern Association of Colleges and Secondary Schools, or by an equivalent agency.
3. If desiring to do professional study, the applicant must clearly meet the requirements for admission to such professional school work. If selection is necessary, preference will be given to college graduates. There are few fields of study that can be considered "professional" that do not require some college work in preparation.
4. The applicant must file an application on blank supplied by the Committee, and must file with it, or have sent to the Executive Secretary complete transcripts of all college or university work done, together with three testimonials and a letter stating the purpose of the study; and must complete the questionnaire form giving full details.
5. No grant will be made to applicants who plan to work for the Master's degree in fields in which such work, of approved quality and standard, is provided at Prairie View University.
6. **Each applicant is required to submit, as a part of his application, a letter from the Dean of the Graduate School certifying that he is eligible for admission to Graduate School with not more than eight semester hours of undergraduate work to be made up.**
7. To be eligible for a renewal grant, the student must write a letter requesting consideration for the grant and must be certain that a transcript of the last work done by him under the last grant of the Committee has been sent to the office of the Executive Secretary. For a renewal grant the student is not required to file a **complete** new application, but only the letter, supplementary transcript, and questionnaire form referred to above.
8. Students who are eligible to receive G. I. Scholarship Aid or Rehabilitation Aid may not receive State Scholarship Aid during the period of eligibility for G. I. Scholarship Aid or Rehabilitation Aid.

II. The Grants:

1. Each grant will be planned to compensate the student for the increased costs of tuition and travel necessary to secure graduate or professional instruction, not provided by a publicly supported institution for Negroes in Texas, in an out-of-State school.
2. In determining the amount of the grant, the Committee will include the following:
   a. Actual tuition charged the student by the out-of-State institution, but not to exceed $100 for a semester (except that in approved medical institutions the tuition may be $150 for the semester), less in each case $25 per semester, the tuition charged residents in State supported Texas institutions.
   b. For the Long Session the cost of one round trip, at 3¢ per mile, by the shortest rail route from the student's home to the location of the approved institution, **less** the round trip cost at the same rate from the student's home to Prairie View University, will be provided.
   c. The amount of travel grant to be allowed Summer School students will be determined by the length of time to be devoted to study.
   d. An addition of not to exceed 10 per cent of the allowance made on the foregoing bases, to cover incidental increased expense.

   (Each applicant should note that the grants cannot take into account other phases of expense than those mentioned.)
3. All grants will be paid to the recipients in the following manner:
   a. A State warrant payable to the student, in an amount determined by one-half the travel plus the tuition for the first semester or term (each as allowed for in the grant) with a proportionate addition as provided in 2-d above, will be forwarded to the chief financial officer of the institution approved for the student, to be delivered to the student on completion of registration.
   b. In the same way, warrants similarly covering the allowance for tuition for the subsequent semesters or terms will be forwarded to the financial officer of the institution just prior to the tuition payment periods.

c. A final warrant covering the return travel cost will be sent to the financial officer for delivery to the student just prior to the close of the session or other approved period of study.

(Those who receive grants should note that no part of the grant can be made available to them until they have reached the institution and completed registration.)

III.

1. Students who receive grants from this Committee will be required to carry a normal schedule as students. They may accept any scholarship or employment from the institution they attend, to which their merit may entitle them, without reduction of the grant, provided the duties incident to such scholarship or employment do not prevent registration for and satisfactory completion of a normal schedule of work.

2. Any grant made by this Committee will be terminated after any report period in which it appears that the student is not succeeding in his studies.

N1513-645-2m

STATE OF NORTH CAROLINA
DEPARTMENT OF PUBLIC INSTRUCTION
RALEIGH

RECEIVED
FEB 24 1947
Southern Regional Council

February 19, 1947

Dr. Guy B. Johnson, Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Dr. Johnson:

Complying with your request, I am very glad to send you herewith a copy of the original law known as the Murphy Bill, which established graduate education for Negroes in North Carolina. I think you will observe from reading this bill that it makes provisions for taking care of the details mentioned in your letter.

The Legislature of the state biennially provides funds sufficient for the graduate programs leading to the Masters Degree at the two colleges within the state, which are mentioned in the Murphy Bill. Other details as to graduate training outside the state:

1. Each of the two institutions named in the Murphy Bill has a committee on graduate education including the president and others. These committees determine the details as to fees, methods of payment and the like.

2. Applicants apply to the president of North Carolina College, Durham, in Liberal Arts and the professions, and to the president of Agricultural and Technical College, Greensboro, for Agricultural and Technological training.

3. The graduate committees determine which of the applicants are entitled to state aid. Lists of these are sent from both institutions named above to this department for examination and approval.

4. These lists are examined carefully in the State Department of Public Instruction and approved or disapproved by the State Superintendent of Public Instruction.

5. The approval or disapproval is then returned to the presidents of the two colleges.

6. Following that, applicants are notified to proceed with their plans on the basis of the agreement between the State Department of Education and the graduate committees at the two institutions.

STATE OF NORTH CAROLINA
DEPARTMENT OF PUBLIC INSTRUCTION
RALEIGH

7. The colleges send the amount of fees and other expenses approved to the institution selected outside the state, or to the student as the case may be.

8. The graduate committees have prepared certain application forms, copies of which I am enclosing.

I hope the information indicated above will serve your purpose.

With best wishes, I am

Very sincerely yours,

Clyde A. Erwin
State Superintendent of Public Instruction

CAE:mn
Enclosures

PUBLIC LAWS OF NORTH CAROLINA
REGULAR SESSION OF GENERAL ASSEMBLY
1939

H. B. 18 CHAPTER 65

AN ACT TO PROVIDE GRADUATE AND PROFESSIONAL COURSES FOR THE NEGROES OF NORTH CAROLINA

WHEREAS, the number of Negroes in North Carolina who desire graduate and professional courses is increasing; and

WHEREAS, it is the duty of the State of North Carolina to provide for such needs: Now, therefore,

The General Assembly of North Carolina do enact:

SECTION 1. That the Board of Trustees of the North Carolina College for Negroes is hereby authorized and empowered to establish from time to time such graduate courses in the Liberal Arts field as the demand may warrant, and the funds of the said North Carolina College for Negroes justify. That such courses so established must be standard.

SEC. 2. The Board of Trustees of the North Carolina College for Negroes is authorized and empowered to establish Departments of Law, Pharmacy and Library Science at the above-named institution whenever there are applicants desirous of such courses. That said Board of Trustees of the North Carolina College for Negroes may add other professional courses from time to time as the need for the same is shown, and the funds of the State will justify.

And the Board of Trustees of the Negro Agricultural and Technical College at Greensboro may add graduate and professional courses in agricultural and technical lines as the need for same is shown and the funds of the State will justify, and to establish suitable departments therein.

SEC. 3. In the event there are Negroes resident in the State properly qualified who can certify that they have been duly admitted to any reputable graduate or professional college and said graduate or professional courses are not being offered at the North Carolina College for Negroes, then the Board of Trustees of the North Carolina College for Negroes when said certification has been presented to them by the President and Faculty of the North Carolina College for Negroes, may pay tuition and other expenses for said student or students at such recognized college in such amount as may be deemed reasonably necessary to compensate said resident student for the additional expense of attending a graduate or professional school outside of North Carolina, and the Budget Commission may upon such presentation reimburse the North Carolina College for Negroes the money so advanced. It is further provided that the student applying for

such admission must furnish proof that he or she has been duly admitted to said recognized professional college. In the case of agricultural or technical subjects such students desiring graduate courses should apply to the Agricultural and Technical College at Greensboro, North Carolina. The general provisions covering students in the Liberal Arts field as stated in this section shall apply. In no event shall there be any duplication of courses in the two institutions.

Said Boards of Trustees are authorized, upon satisfactory completion of prescribed courses, to give appropriate degrees.

SEC. 4. It is further stipulated that the Superintendent of Public Instruction for North Carolina shall be a member ex officio of the Boards of Trustees of the North Carolina College for Negroes and Agricultural and Technical College at Greensboro, and shall advise with the Boards of Trustees of said Colleges upon the courses to be offered, and the certification of students to other colleges. In case of needless duplication of graduate or professional courses in either college, the Superintendent of Public Instruction shall be charged with the duty of reporting the same to the Board of Trustees of either institution, and the same shall be remedied. In case of failure to remedy the same, he shall report such failure to the Budget Bureau which will have the power and authority in its judgment to withhold any part of the appropriation from the institution so offending until said duplication is discontinued.

SEC. 5. That the Board of Trustees of the North Carolina College for Negroes and the Trustees of the Agricultural and Technical College, in the event that the budget of the institutions will not permit this Act to be carried out on account of lack of funds, shall present the situation to the Assistant Director of the Budget, the Governor of North Carolina and the Council of State; and they are hereby empowered to provide such funds as may be necessary to carry out the purposes of the same.

SEC. 6. This act shall be in full force and effect from and after its ratification.

In the General Assembly read three times and ratified, this the 1st day of March, 1939.

PUBLIC LAWS OF NORTH CAROLINA
REGULAR SESSION OF GENERAL ASSEMBLY
1939

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such admission must furnish proof that he or she has been duly admitted to said recognized professional college. In the case of agricultural or technical subjects such students desiring graduate courses should apply to the Agricultural and Technical College at Greensboro, North Carolina. The general provisions covering students in the Liberal Arts field as stated in this section shall apply. In no event shall there be any duplication of courses in the two institutions.

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In the General Assembly read three times and ratified, this the 1st day of March, 1939.

230 War Memorial
Building

STATE OF TENNESSEE
DEPARTMENT OF EDUCATION
OFFICE OF COMMISSIONER
NASHVILLE, 3

February 19, 1947

RECEIVED
FEB 20 1947
Southern Regional Council

Dr. Guy B. Johnson, Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Dr. Johnson:

Your letter of February 2, addressed to the State Superintendent of Education, has been referred to me.

I am enclosing herewith "A Chronological Brief of Action Taken by the State of Tennessee to Provide Adequate Educational Opportunity to its Citizens on the College Level." This brief was made sometime ago but I think it will give you the information you want. If it does not, please write me and I will give you more.

Yours sincerely,

W. E. Turner

W. E. Turner, Director
Division of Negro Education

WET:nh
cc: Mr. Burgin E. Dossett

A CHRONOLOGICAL BRIEF OF ACTION TAKEN BY THE STATE OF TENNESSEE
TO PROVIDE ADEQUATE EDUCATIONAL OPPORTUNITY TO ITS CITIZENS
ON THE COLLEGE LEVEL

The State of Tennessee has a dual system of education--that is, separate schools must be provided for colored and white pupils. This dual system of education was made mandatory by the Constitution of Tennessee, adopted in 1870.

Until 1912 there was no publicly supported institution of higher learning for Negroes in Tennessee. In 1909 the General Assembly of Tennessee established the Agricultural and Industrial State Normal School. In June, 1912, the first students were enrolled. In 1922 the institution was raised to the status of a four-year state teachers' college and empowered to grant the bachelor's degree. The first degrees were conferred in June, 1924.

In 1935 the General Assembly of Tennessee passed a law authorizing the State Board of Education to offer graduate work at the Agricultural and Industrial State College in Education, Home Economics, and Agriculture. This law was in effect permissive. The State Board of Education did not take action under the provisions of this Act.

In answer to petitions by Negro students to secure graduate and professional education, in 1937 the Seventy-first General Assembly of the State enacted a scholarship law whereby qualified Tennessee Negro citizens were eligible to receive the difference between the cost of attending the University of Tennessee and the cost of attending the nearest university which admitted Negroes and which gave courses equal to those offered at the University of Tennessee. The amount provided for scholarships was not to exceed $2,500.00 per annum. Under this act, from 1937 to 1942, forty-four scholarships were granted.

On December 12, 1938 a decision was handed down by the Supreme Court of the United States in the case of Lloyd Gaines against the State of Missouri, in which Lloyd Gaines, a Negro, was denied admission to the School of Law of Missouri because of his color. It was ruled that this refusal constituted a denial by the state of an equal protection of the law, in violation of the 14th amendment of the Federal Constitution, since it was shown that Gaines was a citizen of Missouri, and since no other school was maintained by the state to which he could be admitted and in which he could get the same opportunity as offered by the Law School at the University of Missouri.

In 1939 six Negro students applied for admission to the various schools and colleges of the University of Tennessee. These were denied admission and they subsequently brought suit in the State courts.

Because of the decision of the Supreme Court in the Gaines Case and because of suits brought in the State courts by the six Negro students, it became necessary for the State of Tennessee to provide for its Negro citizens educational opportunities in graduate and in professional fields equivalent to that provided for white

citizens at the University of Tennessee. The following plans for providing these opportunities were suggested to the State Board of Education:

1. Establish at the Agricultural and Industrial State College graduate and professional schools equal to those in the University of Tennessee.
2. Establish graduate courses and professional courses at the Agricultural and Industrial State College in those fields for which the college is peculiarly fitted. In addition, secure the services of other colleges, such as Meharry Medical College, which are prepared to give additional courses.
3. Make available for study in the institutions of the individual's choice, funds equal to the unit cost for such course or courses in the University of Tennessee during the previous academic year, plus the increase cost of transportation to the nearest institution offering similar courses to Negro students.
4. Use a combination of plan #2 and plan #3. This would mean that there would be established at the Agricultural and Industrial State College all of the graduate and professional courses in those fields in which the college is peculiarly fitted. After the possibilities for using the Agricultural and Industrial State College facilities have been exhausted, secure the services of Meharry Medical College and any other college within the State which might be prepared to give additional courses at a reasonable cost to the State. For those students who might desire to pursue courses which would not be given at the Agricultural and Industrial State College or at other institutions having contracts with the State, make available for study in the institution of the individual's choice, funds equal to the unit cost for such a course or courses to Negro students.

In 1941 the General Assembly of Tennessee passed a bill entitled "An Act to Provide for Equal Educational Facilities for Members of the Negro Race" which is quoted below:

> "Section 1. Be it enacted by the General Assembly of the State of Tennessee, That the State Board of Education and the Commissioner of Education are hereby authorized and directed to provide educational training and instruction for Negro citizens of Tennessee equivalent to that provided at the University of Tennessee by the State of Tennessee for white citizens of Tennessee. Such training and instruction shall be made available in a manner to be prescribed by the State Board of Education and the Commissioner of Education; provided, that members of the Negro race and white race shall not attend the same institution or place of learning. The facilities of the Agricultural and Industrial State College, and other institutions located in Tennessee, may be used when deemed advisable by the State Board of Education and the Commissioner of Education insofar as the facilities of same are adequate.
>
> "Section 2. Be it further enacted, That the cost of providing such facilities shall be paid out of the appropriations made to the State Board of Education or from any other available funds."

To make effective Chapter 43, Public Acts of 1941, Section 5 of Chapter 87, Public Acts of 1941, was enacted. It is as follows:

> "Section 5. Be it further enacted, That there is hereby appropriated to be expended by the State Board of Education and Commissioner of Education, with the approval of the Governor, a sum sufficient to authorize said officials to comply with the provisions of an Act passed at this session of the Legislature to provide educational facilities for the members of the Negro race equivalent to those provided for the members of the white race, the same being Chapter No. (43) of the Public Acts of 1941, Senate Bill No. 379, House Bill No. 509."

Stop.

Each subsequent legislature has reinacted this provision.

Since this Act placed responsibility upon the State Board of Education to provide for Negro citizens of Tennessee educational training and instruction equivalent to that provided at the University of Tennessee for white citizens, a joint committee composed of three members of the State Board of Education and a committee of the University of Tennessee with W. E. Turner, Director of the Division of Negro Education, as Coordinator, was approved by the State Board of Education at its May, 1941, meeting to work cooperatively in appraising the program of higher education for Negroes being carried on at the Agricultural and Industrial State College and to make recommendations to the State Board of Education on steps to be taken to make the program of higher education for Negroes in Tennessee conform with the provisions of Chapter 43, Public Acts of 1941. It was decided that committees from the several schools and colleges of the University of Tennessee should visit the Agricultural and Industrial State College, examine and study the offerings there and then return to the University of Tennessee and make reports to Dean Fred C. Smith, Chairman of the University of Tennessee committee, after which Dean Smith would make a composite report through the Coordinator to the State Board of Education.

The committees from the University of Tennessee began at once to make visits to the Agricultural and Industrial State College for the purpose stated above. Since, however, the report of the University of Tennessee faculty would not be available until it was time for the Agricultural and Industrial State College catalog for 1941-42 to be made up, it was suggested by the Coordinator to the Chairman of the State Board of Education that the Board take certain steps to offer outside of the State and at Meharry Medical College graduate work and professional work to its Negro citizens until the report could be prepared and put into effect.

At its August 8, 1941 meeting, the State Board of Education adopted the following recommendations:

1. That scholarship aid be awarded Negro citizens to take courses offered at Meharry Medical College in an amount which will be the difference between the cost at the University of Tennessee and at Meharry Medical College and that the payment of scholarship aid be made from funds allotted by the Governor under Chapter 87, Public Acts of 1941, Section 5, same being Miscellaneous Appropriation Bill.

2. Until such time as the University of Tennessee makes its recommendation in regard to professional and graduate work for Negroes, the amount of scholarships to be awarded to Negro citizens to attend institutions outside the State remain on the same basis as heretofore, but that the place be designated by the Commissioner of Education. The payment of this scholarship aid to be the same as in recommendation #1.

Under this plan, eighty-seven scholarships were issued from August, 1941 to July, 1943.

On February 5, 1942 the University of Tennessee committee presented to the State Board of Education a composite report in which was outlined the work being done at the Agricultural and Industrial State College, and made recommendations as to what should be done to make this work comparable with that being done at the University of Tennessee. This report was adopted by the Board on February 6, 1942, subject to revision or amendment. Copies of the report were placed in the hands of the president of the Agricultural and Industrial State College with the request that he hand a copy to each member of the committee of his faculty which he had appointed to assist him in the revision of the curriculum.

Soon thereafter the Coordinator held conferences with the president and the dean of the Agricultural and Industrial State College for the purpose of clarifying any points in the report of the University of Tennessee committee which might not have been thoroughly understood.

On various occasions it was suggested to the Board that it might be feasible for the Board to explore the possibilities of contracting with Meharry Medical College to offer to Negro citizens of Tennessee courses in medicine, dentistry, pharmacy, and nursing.

On October 2, 1942 the president of the Agricultural and Industrial State College was directed to make such adjustments in the undergraduate courses as would satisfy recommendations made by the various committees from the University of Tennessee. In order that there might be no misunderstanding by the president and faculty of the Agricultural and Industrial State College and committees of the University of Tennessee, committees from the Agricultural and Industrial State College went to the University of Tennessee for conferences with those in authority there. These conferences gave to those who attended a clear understanding of the needs of the Agricultural and Industrial State College to satisfy "the equal educational opportunities" requirement.

The committee of the University of Tennessee on November 5, 1942 submitted to the Chairman of the State Board of Education further recommendations as to what should be done at the Agricultural and Industrial State College to make the work offered there comparable with that offered at the University of Tennessee. These recommendations were given to the president of the Agricultural and Industrial State College by the Coordinator on November 13, 1942 with instructions to make them effective at once.

On January 23, 1943 the committee of the State Board of Education on Negro Education met in the office of the Chairman of the State Board of Education to consider matters relative to the Agricultural and Industrial State College in order that a complete report might be submitted to the State Board of Education on February 5, 1943. At this meeting, the Chairman of the Board appointed sub-committees to study ways and means of establishing a law school, a school of medicine, dentistry, nursing, pharmacy, etc., and an engineering school, for Negro students in Tennessee. These sub-committees were instructed to make recommendations to the State Board of Education in regular, quarterly, session on February 5, 1943.

The sub-committees made investigations, held conferences, and on February 5, 1943 made certain recommendations to the State Board of Education as follows:

Sub-Committee on Law

1. "That the State Board of Education negotiate for the purchase of the Costen Law Library as the nucleus for setting up adequate facilities for a Negro Law School in accordance with the 1941 Act of the Legislature at a price not exceeding $5,000 for the books, tables, and cases.

2. "That a potential law school be established for Negroes with a faculty available to meet the needs of students when necessary.

3. "That the school be established in Nashville."

These recommendations were adopted by the State Board of Education, with the following amendment:

"The Chairman of the State Board of Education was authorized and directed under the provisions of Chapter 43, Public Acts of 1941, upon demand by colored citizens of Tennessee desiring the service, to provide grants-in-aid to Tennessee colored citizens, for the purpose of studying law out of the State of Tennessee, in amount not to exceed $500.00 for each citizen in any one calendar year, based upon, but not restricted to, the costs for tuition and fees at the institution selected by the Chairman of the State Board of Education, and the difference in the cost of travel."

Sub-Committee on Medicine, Dentistry, and Nursing

"(1) that Meharry Medical College will admit properly qualified applicants for training in medicine, dentistry, and in nursing from the State of Tennessee and will make against these students the same charges made against students of similar classification in the University of Tennessee; and, (2) that the State Board of Education will pay to Meharry Medical College a sum equal to $ each quarter for each medical, dental, or nursing student so enrolled." (This sum represents the per capita cost to the State at the University of Tennessee.)

The report was adopted by the State Board of Education.

Sub-Committee on Engineering

"1. That the first 2 years of engineering be definitely offered at the Agricultural and Industrial State College in the building now used for Industrial Arts.
   a. That a shift be made in the Industrial Arts faculty for some of them to teach engineering classes.
   b. It was believed that NYA engineering equipment would soon be released at this institution and it be made available to the engineering classes.

"2. That the students in the last 2 years be given grants-in-aid to out-of-state institutions offering engineering and payments made on the differential basis.
   a. That negotiations with Fisk University be continued until definite decision can be made whether it is best to establish the last 2 years at Fisk or at the Agricultural and Industrial State College until after the war is over."

These recommendations were adopted by the State Board of Education, with the following amendment:

> "That a four-year school for engineering be established at the Agricultural and Industrial State College. The first 2 years be definitely set up by using the Industrial Arts Building and making a shift in the Industrial Arts faculty to take care of the first 2-year curriculum of engineering. Machinery now in use by the NYA at the Agricultural and Industrial State College, which will soon be released, can probably be procured for the engineering classes."

Steps were taken at once to put into effect the recommendations which had been made by the sub-committees and adopted by the State Board of Education. The Chairman of the State Board of Education directed the Coordinator of the Division of Negro Education to negotiate with the officials of Meharry Medical College for a contract to give instruction in medicine, dentistry, and nursing to the Negro citizens of Tennessee who wished to pursue courses in these fields.

The following agreement between Meharry Medical College and the State Board of Education was drawn up, signed and sealed on April 21, 1943, and adopted by the State Board of Education on May 7, 1943:

"AGREEMENT BETWEEN MEHARRY MEDICAL COLLEGE AND STATE BOARD OF EDUCATION OF TENNESSEE

"WHEREAS, Meharry Medical College is an accredited institution of higher learning located at Nashville, Tennessee, with recognized schools of medicine, dentistry and nursing approved by the American Medical Association and other standardizing agencies for medical, dental and nursing schools; Meharry Medical College provides for students of the Negro race educational training and instruction in medicine, dentistry and nursing equivalent to that provided by the University of Tennessee for white students; and the entrance requirements of the Meharry Medical College are the same as the entrance requirements of the medical, dental and nursing schools of the University of Tennessee, and

"WHEREAS, a comprehensive survey has revealed that the State of Tennessee provided $_____per quarter to the education of each student attending the Medical, Dental and Nursing Schools of the University of Tennessee; and Meharry Medical College has agreed to accept qualified Negro citizens of Tennessee for training and instruction at said institution and to make the facilities of said college available for this purpose upon the contribution by the State of Tennessee of the sum of $_____per quarter for each student admitted under the terms of this contract; and

"WHEREAS, the terms of this contract have been approved, authorized and ratified by the Board of Trustees of Meharry Medical College and by formal action of the State Board of Education of Tennessee, as recorded on the minutes of said respective Boards:

"NOW, THEREFORE, this agreement entered into between Meharry Medical College and the State Board of Education and Commissioner of Education of Tennessee, WITNESSETH:

"1. Beginning June 1, 1943 all Negro citizens of Tennessee who desire to study medicine, dentistry or nursing and who meet the entrance requirements of Meharry Medical College shall be admitted to the Meharry Medical College and shall be furnished educational training and instruction equivalent to that provided at the University of Tennessee for white citizens of Tennessee. Meharry Medical College agrees to make available to such students all the facilities of said College now or hereafter provided to other students of said College. Meharry Medical College further agrees that students attending said institution under the terms of this contract will not be charged fees of any character in excess of the fees required of white students at the University of Tennessee.

"2. The State Board of Education and the Commissioner of Education agree to pay Meharry Medical College out of moneys appropriated by the General Assembly of Tennessee for that purpose the sum of $_____ per quarter for each medical, dental or nursing student enrolled under the terms of this contract.

"3. It is contemplated by the parties that this agreement will provide a permanent arrangement for the education of members of the Negro race in the foregoing subjects, whereby Negro citizens of Tennessee will receive training and instruction in medicine, dentistry and nursing equivalent to that provided at the University of Tennessee for white citizens of Tennessee. However, because of unsettled conditions caused by the World War now in progress, it is impracticable and unfeasible at the present time to fix upon a permanent basis the charges for such educational services by Meharry College. This contract therefore will become effective June 1, 1943 and will expire May 31, 1944[1], in order that such future adjustments may be made as are mutually agreeable to the parties.

"IN WITNESS WHEREOF We have hereunto set our hands this the 21st day of April, 1943, in duplicate, one copy to be retained by each party and each copy to be treated as the original.

/s/ Meharry Medical College

by Edward L. Turner
President of Meharry Medical College

Attest:

/s/ G. W. Claridge
Secretary of Meharry Medical College

/s/ B. O. Duggan
Commissioner of Education of Tennessee and Chairman of the State Board of Education of Tennessee

Attest:

/s/ Maude M. Holman
Secretary of State Board of Education"

Conclusion

The Tennessee Agricultural and Industrial State College has been organized into the seven divisions corresponding to the seven colleges of the University of Tennessee at Knoxville, namely: the Graduate Division, the Division of Education, the Division of Business Administration and Education, the Division of Agriculture, the Division of Engineering, the Division of Home Economics, and the Division of Liberal Arts.[2]

The salary scale of the Southern Association is being applied to the instructional staff of the Agricultural and Industrial State College.

The State Board of Education in its attempt to make effective Chapter 43, Public Acts of 1941, is keeping in mind the decision of the Supreme Court of the State of Tennessee of November 7, 1942 read by Justice Dehaven in State, Ex Rel, Joseph M. Michael Complainant and Appellant V Henry B. Witham, Et Al Defendants.

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[1] The contract between the State Board of Education and Meharry Medical College wa renewed for the year ending May 31, 1944 and again for the year ending May 31, 19

[2] The Division of Liberal Arts has been further divided into humanities, natural science, social service.

The decision, after reviewing the history of the case, points out that "While the consolidated causes were pending in the chancery court, the General Assembly of Tennessee enacted Chapter 43, Public Acts of 1941, which became effective February 12, 1941." The Act is then quoted. The decision then points out that "The General Assembly on February 15, 1941, enacted the Miscellaneous Appropriation Bill, being Chapter 87, Public Acts of 1941, section 5 thereof is as follows:

> "' Sec. 5. Be it further enacted, That there is hereby appropriated to be expended by the State Board of Education and Commissioner of Education, with the approval of the Governor, a sum sufficient to authoriz said officials to comply with the provisions of an Act passed at this session of the Legislature to provide educational facilities for the members of the Negro race equivalent to those provided for the members of the white race, the same being Chapter No. ____ of the Public Acts of 1941, Senate Bill No. 379, House Bill No. 509.'"

"Defendants, by leave of the chancellor, filed a supplemental answer and set up the legislation just above mentioned. Among other things, it was averred that:

> "'Defendants further show that at the regular meeting of the State Board of Education on February 7, 1941, a motion was adopted for the appointment of a sub-committee to work out recommendations for installing graduate work at the Tennessee Agricultural and Industrial State College for Negroes, and to confer with the President of the University of Tennessee, and to request him to appoint a committee from the University for the purpose of collaborating with said sub-committee of the State Board of Education on the question of graduate work for Negroes, which sub-committee is to report to the State Board of Education at its next regular quarterly meeting. Pursuant to said motion, the Chairman of the State Board of Education has appointed a sub-committee composed of Howard B. Shofner, C. Y. Clarke and Doak S. Campbell. A certified copy of the proceedings of the State Board of Education in this connection is filed herewith as Exhibit 2 to this supplemental answer.
>
> "'Defendants therefore aver that the educational facilities prayed for under the petition for mandamus in this cause, if not already provided, are to be provided by the State of Tennessee under the requirements of Chapter 43, Public Acts of 1941, and the unlimited appropriation made by the Legislature of Tennessee for this purpose.
>
> "'Defendants further say that the right of action, if any, of relators, is not against defendants, but is against the State Board of Education, whose duty it is to effectuate the requirements of Chapter 43, Public Acts of 1941.'"

"The cause came on to be heard before the chancellor upon the entire record, from all of which he was of the opinion and decreed that it appeared 'to the satisfaction of the Court that by virtue of Chapter 43, Public Acts of 1941, and Section 5, Chapter 87, Public Acts of 1941, the questions involved in this litigation have become moot and that all consolidated suits should be dismissed at the cost of the respondents.'

"Complainants have appealed to this court and assigned errors.

"The determinative question presented on the appeal is whether or not the chancellor erred in holding that since the enactment of the 1941 legislation the causes are now moot and in ordering that all of the consolidated suits be dismissed.

"The declared object of Chapter 43, Public Acts 1941, of the General Assembly of Tennessee, is to provide educational training and instruction for Negro citizens of Tennessee equivalent to that provided by the State at the University

of Tennessee. It is objected by appellants that the Act leaves it to the discretion of the State Board of Education to determine whether or not such equal facilities of education for Negro citizens will be established within the State. This contention is, we think, wholly without merit. The Act by its express terms is mandatory in character. The language employed in the Act is, 'That the State Board of Education and the Commissioner of Education are hereby authorized and directed' to provide such equivalent training and instruction. The word 'directed' is mandatory in character. The verb 'direct' means 'to give an order; to instruct authoritatively.' (Webster's New International Dictionary.) No discretion whatever is vested in the State Board of Education, under the Act as to the performance of its mandates. The manner of providing educational training and instruction for Negro citizens equivalent to that provided for white citizens at the University of Tennessee is for the Board of Education to determine in its sound discretion, but the furnishing of such equivalent instruction is mandatory. And the Act must be construed to mean that such equivalent instruction shall be furnished within the State of Tennessee.

"Upon the demand of a Negro upon the State Board of Education for training and instruction in any branch of learning taught in the University of Tennessee, it is the duty of the Board to provide such negro with equal facilities of instruction in such subjects as that enjoyed by the students of the University of Tennessee.

"It is contended for appellants that funds are not available for the establishments of the desired training and instruction. It is provided in section 2, Chapter 43, Public Acts 1941, 'That the cost of providing such facilities shall be paid out of the appropriation made to the State Board of Education or from any other available source.' This provision is quite definite. But other funds are made available to the Board under section 5, Chapter 87, Public Acts 1941.

"It does not appear that the State Board of Education is seeking in any way to evade the performance of the duties placed upon it by Chapter 43, Public Acts 1941, or that it is lacking sufficient funds to carry out the purposes of the Act. The state having provided a full, adequate and complete method by which Negroes may obtain educational training and instruction equivalent to that provided at the University Tennessee, a decision of the issues made in the consolidated causes becomes unnecessary and improper. The legislation of 1941 took no rights away from appellants; on the contrary the right to equality in education with white students was specifically recognized and the method by which those rights would be satisfied was set forth in the legislation."

Berea College vs. Kentucky:

"A Kentucky statute made it unlawful, with heavy penalties, 'for any person, to maintain or operate any college, school, or institution where persons of white and Negro races are both received as pupils for instruction'. Berea College, a private corporation, was indicted, convicted and fined $1000 under this statute, and the judgment was affirmed by the Kentucky Court of Appeals. The Constitutionality of the whole statute was attacked in the state court and upheld. On writ of error the (U.S.) Supreme Court, by Justice Brewer, expressly declining to consider the constitutional question in its application to individuals to individuads, and failing to do so in its application to corporations generally, sustained the conviction on the ground that the highest court of the state had considered the act separable, and while sustaining it as constitutional had given independent reasons, which could not be attacked on constitutional grounds, for applying it to corporations and particularly the corporation defendant." * Decided: November, 1908

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* See Waite, Edward F. The Negro in the Supreme Court, Reprint from 30 Minnesota Law Review, 219-304, 1946, and 211 U. S. 45, 123 Ky. 209 (Berea College vs. Kentucky, Berea College vs. Commonwealth).

SUMMARIES OF

LEGAL ASPECTS OF "SEPARATE-BUT-EQUAL" EDUCATION IN THE SOUTH

I

CONSTITUTIONAL PROVISIONS

1. Alabama: "No child of either race shall be permitted to attend a school of the other race."

2. Arkansas: "All persons in the State between the ages of six and twenty-one years may receive gratuitous instruction."

3. Florida: Impartial provision shall be made for both white and colored children in different schools.

4. Georgia: Education shall be as nearly uniform as practicable in separate schools provided for white and colored races.

5. Kentucky: Each race to share fund equally. No distinction shall be made in the separate schools on account of race or color.

6. Louisiana: "Separate free public schools shall be maintained for the education of white and colored children between the ages of six and eighteen years."

7. Mississippi: "Separate schools shall be maintained for children of the white and colored races."

8. North Carolina: "The children of the white race and the children of the colored race shall be taught in separate public schools; but there shall be no discrimination in favor of, or to the prejudice of, either race."

9. Oklahoma: Separate schools for white and colored children, with like accommodations, shall be provided and impartially maintained.

10. South Carolina: "No child of either race shall ever be permitted to attend a school provided for children of the other race."

11. Tennessee: No school shall allow white and Negro children to be received as scholars together in the same school.

12. Texas: "Separate schools shall be provided for the white and colored children, and impartial provision shall be made for both."

13. Virginia: "White and colored children shall not be taught in the same school."

In addition to the thirteen States listed above, which are usually called the Southern Region, there are four other States - Delaware, Maryland, Missouri, and West Virginia - in which Negro and white students are required by law to attend separate schools. In all of these seventeen States equal educational opportunities in the public schools are supposedly guaranteed to all citizens.

U. S. SUPREME COURT CASES

Public education on a "separate and equal" basis for Negroes and whites in States maintaining separate facilities for the races is one of the many "race issues" to come to the attention of the United States Supreme Court. One of the most important cases - Cumming vs. County Board of Education - arose in Richmond County, Georgia, when the County School Board discontinued a Negro high school on the ground that there were not sufficient funds to support both an elementary and a high school. The Supreme Court decision in this case, in 1889, upheld the right of the school board to manage its own affairs and, presumably, the right to maintain separate schools for the white and Negro races.

Seven years later the case of Plessy vs. Ferguson went to the Supreme Court from Louisiana. Although Plessy vs. Ferguson was a railroad case in which the Supreme Court upheld the right of the State to require separation of the races in railway travel, it served to emphasize the trend of judicial decisions in favor of States' rights. In the decision on this case, reference was made to Cumming vs. County Board of Education on the assumption that the latter case had established a precedent on the right of the States to maintain separate facilities.

The case of Gong Lum vs. Rice involved the right of the State of Mississippi to exclude a Chinese child from a white public school under a Mississippi constitutional provision requiring separate schools for white and "colored" children. The Supreme Court, in 1927, upheld the right of the State to exclude the Chinese child from the white schools.

Another significant case involved the right of a State to require separation of the races in colleges. A Kentucky statute made it unlawful "for any person, corporation or association of persons to maintain or operate any college, school, or institution where persons of the white and Negro races are both received as pupils for instruction." Berea College, which had since its origin in 1855 admitted both Negro and white students, was indicted, convicted, and fined $1000 under this statute. This case was appealed to the Supreme Court, and its decision, in 1908,

upheld the constitutionality of the State law.

The most important recent case involving higher education is that of Gaines vs. Canada, Registrar, Etc. Lloyd Gaines, a Negro, wanted training in law and he sought admission to the Law School of the University of Missouri on the ground that the State did not maintain a law school for Negroes. When he was denied admission he sought a writ of mandamus to require his admission. This case, which originated in 1935, eventually reached the United States Supreme Court. The court's decision (1938) held that if a State separates the races in its schools it is obligated to provide for Negro students, within its borders, the same educational opportunities that it provides for white students.

It is clear that the United States Supreme Court, in its majority opinions, has been inclined to impute all management of schools to the States. Even Justice Harlan, who consistently demonstrated a liberal attitude upon constitutional questions involving the rights of Negroes, did not dissent in the historic case of Cumming vs. County Board of Education. He said in part: "While all admit that the benefits and burdens of public taxation must be shared by citizens without discrimination against any class on account of their race, the education of people in schools maintained by state taxation is a matter belonging to the respective states, and any interference on the part of Federal authority with the management of such schools cannot be justified except in the case of a clear and unmistakable disregard of the rights secured by the supreme law of the land."

Some authorities hold that the direct issue of the right of a State to require separation of the races in public schools has never been met squarely by the Supreme Court. Whether this is true or not, it is certain that the whole question of "separate and equal" educational facilities is going to be one of the live legal issues in the Southern States during the present generation.

GRADUATE AND PROFESSIONAL TRAINING FOR NEGROES.

The famous Gaines case mentioned above turned the spotlight on the unequal opportunities of Negro students for graduate and professional training in the South. The Supreme Court held in this case (1938) that a State which separates the races in its schools is obligated to offer to Negro students whatever courses it offers to white students.

One result of the Gaines case has been the establishment of certain graduate and professional courses in most of the State colleges for Negroes in the Southern States. None of these courses goes beyond the master's degree. The courses are largely in the fields of education and social science, with a scattering of offerings in other fields. A few so-called law schools have been set up, but they have been of such a make-shift nature that few students have cared to enroll. A recent Texas case, in which a Negro sought admission to the School of Law of the University of Texas, has resulted in a movement in the State Legislature looking toward the establishment of a "real university" for Negroes. Similar cases may be anticipated in other Southern States.

A second result of the Gaines case has been the subsidizing of Negro students who wish to attend certain private Negro institutions in the South. Georgia, for example, assists Negro residents who want to pursue graduate courses available at Atlanta University; and Virginia has entered into an agreement with Meharry Medical College of Nashville, Tennessee, to train Virginia Negro students who want medical training.

A third arrangement growing out of the Gaines case is the system of subsidies for out-of-state graduate and professional training of Negro students. Under this arrangement, which is used by nearly all of the Southern States at present, a Negro student attends an accredited graduate or professional school in the North or West and receives financial assistance from his State. The amount of this assistance differs a great deal from State to State, but in general it is based upon the difference between what he would pay for tuition in his home State and what he has to pay in the school outside the region which he attends. While this arrangement obviously

provides better training for many Negro students than they can hope to get in their home States, it is extra-legal in the sense that it does not fullfil the judicial decision in the Gaines case - namely, that equal facilities should be provided within each State.

The whole question of equality of opportunity in higher education is one which is going to demand more and more attention in the near future. Southern States may expect a series of test cases designed to force them to make separate facilities equal in fact or admit Negro students to the existing universities and professional schools.

This memorandum prepared by:
SOUTHERN REGIONAL COUNCIL, INC.,
63 Auburn Avenue, N. E.,
Atlanta 3, Georgia

To be corrected

I

LEGAL ASPECTS OF "SEPARATE BUT EQUAL" EDUCATION IN GEORGIA

GEORGIA

Constitution of 1877

Article VIII -- Common Schools

Section 1. There shall be a therough system of common schools for the education of children in elementary branches of an English education only, as nearly uniform as practicable, the expenses of which shall be provided for by taxation, or otherwise. The schools shall be free to all children of the State, but separate schools shall be provided for white and colored races.

Court Action

"Cumming v. County Board of Ecucation was the first case calling for the application of the 14th Amendment to the compulsory separation of white and Negro children in the public schools. The case has been cited several times as though it were an authority for such separation... The case involved only the equality of the provisions made in separate schools. In brief, a school board had suspended support of a high school for colored children for the purpose of using the building for instruction in the lower grades, and without making other provision for high school instruction for Negroes; while it had continued two 'white' high schools. The trial court entered an order restraining the board from using public funds for the support of a white school in the county until it should make equal provision for colored children. The State Supreme Court reversed, and the correctness of this reversal was the point considered an appeal. The action of the board was held to be within its lawful discretion, Justice Harlan (of the U. S. Supreme Court) concluding his opinion as follows: 'While all admit that the benefits and burdens of public taxation must be shared by citizens without discrimination against any class on accout of their race, the education of people in schools maintained by state taxation is a matter belonging to the respective states, and any interference on the part of Federal authority with the management of such schools cannot be justified except in the case of a clear and unmistakable disregard of rights secured by the supreme law of the land. We have here no such case to be determined.'"* (Decided 1889.)

Georgia Provisions for Graduate and Professional Training of Negroes.

The Board of Regents of the University System of Georgia has approved scholorship aid for qualified Negro citizens of the State of Georgia for out-of-state study in those graduate and professional fields offered to the white citizens of the state by the University System of Georgia but not offered at the Negro institutions of the University System of Georgia nor at Atlanta University.

The amount of the scholorship aid is the net differential between the expenses of attending the institution at which the applicant wishes to study and the expenses at the unit of the University System of Georgia at which the same work is offered. The differential between the railroad fare and the room and board at out-of-state institutions and institutions of the State of Georgis is also taken into consideration.

SRC School Equalization

HOWARD UNIVERSITY
WASHINGTON 1, D. C.

DEPARTMENT OF EDUCATION

August 2, 1948

RECEIVED
AUG 5 1948
Southern Regional Council

Mr. George Mitchell
Southern Regional Council
63 Auburn Avenue, N. E.
Atlanta, Georgia

Dear Mr. Mitchell:

The following references (promised two months ago) deal with the subject of salary equalization and discrimination affecting Negroes:

1. Coleman, Ada R., "Salary Equalization Movement." Journal of Negro Education, 16: 235-41, Ap '47.

2. Hodgdon, D. R., "White and Colored Teachers Pay." Clearing House, 20: 306-7, Ja '46.

3. (No author given) "Salaries Equalized; Story Behind Elimination of the Difference in Pay of White and Negro Teachers in North Carolina." School Executive, 64: 42, S '44.

4. Spears, Harold, "Some Principles and Problems in Determining a Salary Policy." American School Board Journal, 110: 41-2, Mr, 32-3, Ap '45. (Not on Negro and white differences, but on general policy).

The Research Division of the National Education Association distributed some years ago two mimeographed statements entitled Supreme Court Refuses to Refuses to Review Decision on Salary of Negro Teachers, (November 1, 1940) and Recent Adjustments in Salaries of Negro Teachers, (April, 1942).

The Journal of Negro Education yearbook issue for Summer 1947 gives some information for certain states in parts two and three. The 1948 yearbook will show the availability or lack of availability of opportunity to qualify for the highest salaries in many states.

I hope that this information will be of some value and apologize for my delay in keeping a promise.

Sincerely yours,

Walter G. Daniel

Walter G. Daniel,
Professor of Education

SRC - School Equalization

Memo

12/13/48

To: Jane Simpson
From: GSM

On this business of equalization of school facilities, the Council could do something very effec tive. The main thing is to get our local people to figuring out what it would cost. I don't know whether we should try to get reports from our local people as to what it would cost, or whether we should get each Division to set up a local committee on it and report to us and the press the results of their findings, or just what. Will you take this notion and ponder about it some?

P. S. I get some encouragement, and maybe you will get some ideas, from this on the Atlanta schools.

GSM

The Southern Regional Council, Inc.

63 Auburn Avenue, N. E.

ATLANTA, GA.

SRC- School Equalization

23 December 1948

Mr. Charles M. Smith
1833 Jefferson Place, NW
Washington, D. C.

Dear Mr. Smith:

Dr. Mitchell and I have just tried — unsuccessfully — to call you for some help on a project for next month's New South. We are trying to gather enough information to estimate the cost to the Southern states of equalizing their school plants, and we need some data which we hope you will be good enough to try to get for us in Washington.

Here is what we have for Georgia for the school year 1947-1948:

	Total	White	Negro
Total school enrollment.....	743,201	487,955	255,246
Total value of school plant*.....	$117,630,738.73	$103,042,525.63	$14,588,263.10
Value of school plant per pupil enrolled.....	$158.28	$211.17	$57.15

(*Includes buildings, grounds, and equipment.)

By taking the difference between the value of white school plant per pupil enrolled and the value of Negro school plant per pupil enrolled, and multiplying this figure ($154.02) by the total Negro school enrollment, we get $39,312,988.92 as the cost of equalization.

Would you be able to dig up comparable figures for us for the other 12 states — Alabama, Arkansas, Florida, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, and Virginia? We would also like the national average value of school plant per pupil enrolled—for the same year.

Dr. Mitchell believes that your two best sources of information would be the U. S. Office of Education and the National Education Association. Ambrose Caliver is the person to see at the former.

At the National Education Association, Dr. Mitchell suggests that you talk to an ex-North Carolinian named Ralph McDonald.

There is one other problem in connection with all this — present replacement costs. School property is probably undervalued, so that the actual cost of equalization at today's construction costs would be much higher than our figures would indicate. Is there any reliable rule-of-thumb or percentage which would give us a figure closer to the real cost?

If we are to make the New South deadline, we will need this information by about January 5th. This is a big order, and we will appreciate it a great deal if you can do it for us.

Sincerely yours,

(Mrs.) Jane P. Simpson
Research Assistant

SRC - School Equalization

December 29, 1948

Mr. W. E. Turner
State Agent for Negro Education
230 War Memorial Building
Nashville, Tennessee

Dear Mr. Turner:

For our monthly publication, New South, we are preparing an article to show the differential in white and Negro school plants in the Southern states. We are in hopes that the article will help point up the need for greater state and federal participation in the job of equalizing school facilities.

We should greatly appreciate your filling out the attached slip and returning it to us at your earliest convenience. You will note that the figures requested are for the year 1945-1946. This is the latest year for which we are able to obtain comparable figures for most of the Southern states.

Many thanks for your cooperation.

Sincerely yours,

Harold C. Fleming
Director of Information

HCF:mb

same letter sent to: Mr. Sam B. Taylor
Division of Negro Education
Kentucky Department of Education
Frankfort, Kentucky

ans

Mr. Clifford Powell
State Agent for Negro Education
Oklahoma City, Okla.

Mr. P. H. Eason
State A gent for Negro Schools
Jackson, Mississippi

ans

STATE OF _____

1945 - 1946

ENROLLMENT			VALUE OF SCHOOL PROPERTY			VALUE PER PUPIL ENROLLED		
Total	White	Negro	Total	White	Negro	Total	White	Negro
____	____	____	____	____	____	____	____	____

SRC-School Equality

January 20, 1949

Mr. Frank Bane
Council of State Governments
1313 East 60th Street
Chicago 37, Illinois

Dear Mr. Bane:

I sent a copy of this leaflet and of the enclosed letter to each southern governor.

I did not want to be lengthy in the letter, but the thought in my mind is that the South would do much to strengthen the fabric of its common citizenship if official and lay opinion were prepared in advance for what the leaflet so clearly foreshadows.

Sincerely,

George S. Mitchell
Executive Director

GSM:nh
enclosure — Dec 48-Jan 49 N.S. (schools)

SRC - School Equalization

January 20, 1949

Mr. Jonathan Daniels, Editor
The News and Observer
Raleigh, North Carolina

Dear Jonathan:

This little leaflet contains an important and urgent lesson for the whole South.

Here is an opportunity for each southern community to do much to strengthen the fabric of its common citizenship. If the whole South began soon to count the cost of equal schools and to prepare to get them, the consequences would be far happier than if each community abruptly receives a court order for equal schools. It occurs to us that it is something that each governor ought to work on vigorously.

Ahead of time, much can be done toward reaching the objective in a way that saves the good will of both groups.

We have given the leaflet to the wire services here in Atlanta and presume they will put out something on it. This I send to you in the thought that you might find it worth editorial comment.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

Mr. Harry Ashmore, Editor
The Gazette
Little Rock, Arkansas

Dear Mr. Ashmore:

This little leaflet contains an important and urgent lesson for the whole South.

Here is an opportunity for each southern community to do much to strengthen the fabric of its common citizenship. If the whole South began soon to count the cost of equal schools and to prepare to get them, the consequences would be far happier than if each community abruptly receives a court order for equal schools. It occurs to us that it is something that each governor ought to work on vigorously.

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Sincerely yours,

George S. Mitchell
Executive Director

GSMinh
enclosure

January 20, 1949

Mr. D. Hiden Ramsey, Editor
The Citizen-Times
Ashville, North Carolina

Dear Mr. Ramsey:

This little leaflet contains an important and urgent lesson for the whole South.

Here is an opportunity for each southern community to do much to strengthen the fabric of its common citizenship. If the whole South began soon to count the cost of equal schools and to prepare to get them, the consequences would be far happier than if each community abruptly receives a court order for equal schools. It occurs to us that it is something that each governor ought to work on vigorously.

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Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

Mr. Coleman A. Harwell, Editor
Nashville Tennessean
Nashville, Tennessee

Dear Mr. Harwell:

This little leaflet contains an important and urgent lesson for the whole South.

Here is an opportunity for each southern community to do much to strengthen the fabric of its common citizenship. If the whole South began soon to count the cost of equal schools and to prepare to get them, the consequences would be far happier than if each community abruptly receives a court order for equal schools. It occurs to us that it is something that each governor ought to work on vigorously.

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Sincerely yours,

George S. Mitchell
Executive Director

GSMinh
enclosure

January 20, 1949

Mr. Jim Chappell, Editor
The Age-Herald
Birmingham, Alabama

Dear Mr. Chappell:

This little leaflet contains an important and urgent lesson for the whole South.

Here is an opportunity for each southern community to do much to strengthen the fabric of its common citizenship. If the whole South began soon to count the cost of equal schools and to prepare to get them, the consequences would be far happier than if each community abruptly receives a court order for equal schools. It occurs to us that it is something that each governor ought to work on vigorously.

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Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

Mr. Ed Ray, Managing Editor
Tampa Daily Times
Tampa, Florida

Dear Mr. Ray:

This little leaflet contains an important and urgent lesson for the whole South.

Here is an opportunity for each southern community to do much to strengthen the fabric of its common citizenship. If the whole South began soon to count the cost of equal schools and to prepare to get them, the consequences would be far happier than if each community abruptly receives a court order for equal schools. It occurs to us that it is something that each governor ought to work on vigorously.

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Sincerely yours,

George S. Mitchell
Executive Director

GSMsmh
enclosure

January 20, 1948

Mr. Hodding Carter, Editor
The Delta Democrat-Times
Greenville, Mississippi

Dear Mr. Carter:

This little leaflet contains an important and urgent lesson for the whole South.

Here is an opportunity for each southern community to do much to strengthen the fabric of its common citizenship. If the whole South began soon to count the cost of equal schools and to prepare to get them, the consequences would be far happier than if each community abruptly receives a court order for equal schools. It occurs to us that it is something that each governor ought to work on vigorously.

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Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

Mr. Latimore, Editor
Columbia State
Columbia, South Carolina

Dear Mr. Latimore:

This little leaflet contains an important and urgent lesson for the whole South.

Here is an opportunity for each southern community to do much to strengthen the fabric of its common citizenship. If the whole South began soon to count the cost of equal schools and to prepare to get them, the consequences would be far happier than if each community abruptly receives a court order for equal schools. It occurs to us that it is something that each governor ought to work on vigorously.

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Sincerely yours,

George S. Mitchell
Executive Director

GSM:mh
enclosure

July 20, 1949

Mr. George Healy
The Times-Picayune
New Orleans, Louisiana

Dear Mr. Healy:

This little leaflet contains an important and urgent lesson for the whole South.

Here is an opportunity for each southern community to do much to strengthen the fabric of its common citizenship. If the whole South began soon to count the cost of equal schools and to prepare to get them, the consequences would be far happier than if each community abruptly receives a court order for equal schools. It occurs to us that it is something that each governor ought to work on vigorously.

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Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh
enclosure

July 20, 1949

Mr. W.R. Smith, Editor
The Macon News
Macon, Georgia

Dear Mr. Smith:

This little leaflet contains an important and urgent lesson for the whole South.

Here is an opportunity for each southern community to do much to strengthen the fabric of its common citizenship. If the whole South began soon to count the cost of equal schools and to prepare to get them, the consequences would be far happier than if each community abruptly receives a court order for equal schools. It occurs to us that it is something that each governor ought to work on vigorously.

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Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable Okey L. Patterson
Governor of West Virginia
Charleston, West Virginia

My dear Governor Patterson:

The enclosed issue of the Council's small magazine, New South, has two most timely articles about public schools in the South.

It seems to me of urgent importance for each southern state to prepare now for the equality of school facilities that plainly must come.

Would it not be well if in each state an official Commission calculated the cost and worked for agreement as to a schedule for achieving this object?

Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable Fuller Warren
Governor of Florida
Jacksonville, Florida

My dear Governor Warren:

The enclosed issue of the Council's small magazine, New South, has two most timely articles about public schools in the South.

It seems to me of urgent importance for each southern state to prepare now for the equality of school facilities that plainly must come.

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Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable Sidney S. McMath
Governor of Arkansas
Little Rock, Arkansas

My dear Governor McMath:

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It seems to me of urgent importance for each southern state to prepare now for the equality of school facilities that plainly must come.

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Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

Would Commission agreement as -

George S. Mitchell
Executive Director

January 20, 1949

The Honorable James E. Folsom
Governor of Alabama
Montgomery, Alabama

My dear Governor Folsom:

The enclosed issue of the Council's small magazine, New South, has two most timely articles about public schools in the South.

It seems to me of urgent importance for each southern state to prepare now for the equality of school facilities that plainly must come.

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Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable Herman Talmadge
Governor of Georgia
Atlanta, Georgia

My dear Governor Talmadge:

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Respectfully,

George S. Mitchell
Executive Director

GSM:NH
enclosure

January 20, 1949

The Honorable Earle C. Clements
Governor of Kentucky
Frankfort, Kentucky

My dear Governor Clements:

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Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable Earl K. Long
Governor of Louisiana
Baton Rouge, Louisiana

My dear Governor Long:

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It seems to me of urgent importance for each southern state to prepare now for the equality of school facilities that plainly must come.

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Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable Fielding L. Wright
Governor of Mississippi
Jackson, Mississippi

My dear Governor Wright:

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Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable W. Kerr Scott
Governor of North Carolina
Raleigh, North Carolina

My dear Governor Scott:

The enclosed issue of the Council's small magazine, New South, has two most timely articles about public schools in the South.

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Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable Roy J. Turner
Governor of Oklahoma
Oklahoma City, Oklahoma

My dear Governor Turner:

The enclosed issue of the Council's small magazine, New South, has two most timely articles about public schools in the South.

It seems to me of urgent importance for each southern state to prepare now for the equality of school facilities that plainly must come.

Would it not be well if in each state an official Commission calculated the cost and worked for agreement as to a schedule for achieving this object?

Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable J. Strom Thurmond
Governor of South Carolina
Columbia, South Carolina

My dear Governor Thurmond:

The enclosed issue of the Council's small magazine, New South, has two most timely articles about public schools in the South.

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George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable Gordon Browning
Governor of Tennessee
Nashville, Tennessee

My dear Governor Browning:

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Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable Beauford H. Jester
Governor of Texas
Austin, Texas

My dear Governor Jester:

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Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable Preston Lane
Governor of Maryland
Baltimore, Maryland

My dear Governor Lane:

The enclosed issue of the Council's small magazine, New South, has two most timely articles about public schools in the South.

It seems to me of urgent importance for each southern state to prepare now for the equality of school facilities that plainly must come.

Would it not be well if in each state an official Commission calculated the cost and worked for agreement as to a schedule for achieving this object?

Respectfully,

George S. Mitchell
Executive Director

GSM:nh
enclosure

January 20, 1949

The Honorable William Mumford Tuck
Governor of Virginia
Richmond, Virginia

My dear Governor Tuck:

You will see that our Council has drawn from Virginia's experience a general lesson for the whole South.

It would be a great gain if each of the southern Governors would take measures in the very near future to find the cost and prepare opinion for the equalization of school facilities which presses now so urgently.

Respectfully,

George S. Mitchell
Executive Director

GSM:t
enclosure

Date January 20

Brooks Hays

(5 copies of New South to be enclosed:)

Dear Brooks:

This is awfully good stuff. It occurred to me ~~there~~ it might be worth reprinting in honorable Congressional Record under the head of extension of remarks.

Observe not only the lead article but the editorial article on what ~~we have~~ has got to be done about it.

Would you advise me to send copies of this to all the southern members or to certain of them, or what? I don't want to lobby but I think this informing.

Sincerely yours,

George S. Mitchell
Executive Director

~~Rough Draft~~

JAN 20

LETTER TO TWELVE SOUTHERN GOVERNORS

(NOTE: GOVERNOR TUCK OF VIRGINIA HAS A SPECIAL LETTER--NOT THIS ONE)

The enclosed issue of the Council's small magazine, New South, has two most timely articles about public schools in the South.

It seems to me of urgent importance for each southern state to prepare now for the equality of school facilities that plainly must come.

Would it not be well if in each state an official Commission calculated the cost and worked for agreement as to a schedule for achieving this object?

Respectfully,

George S. Mitchell
Executive Director

enclosure

OK

SRC - School Equalization 1

State of South Carolina

OFFICE OF THE GOVERNOR

Columbia

J. STROM THURMOND
GOVERNOR

January 25, 1949

Honorable George S. Mitchell
Southern Regional Council, Inc.
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

RECEIVED
JAN 26 1949
Southern Regional Council

Thank you for your letter of January 20, calling my attention to the latest issue of "New South".

I appreciate your sending me this material, and will be glad to read it at the first opportunity.

With kindest regards and best wishes,

Very truly,

J. Strom Thurmond

J. Strom Thurmond
Governor

JST:mkg

SRC - School Equality.

COMMONWEALTH OF KENTUCKY
EXECUTIVE CHAMBER
FRANKFORT

EARLE C. CLEMENTS
GOVERNOR

January 25, 1949

Mr. George S. Mitchell
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N.E.
Atlanta, Georgia

Dear Mr. Mitchell:

The Governor has requested that I express his thanks for your courtesy in forwarding to him a copy of your recent publication, "The New South."

You may be assured we are very glad to have this material for further study and consideration.

Sincerely yours,

Edward A. Farris

Edward A. Farris
Administrative Assistant

SRC - School Equalization

January 26, 1948

Mr. C. J. Martin
State Agent for Negro Education
State Department of Education
Columbia, South Carolina

Dear Mr. Martin:

In this latest issue of New South we have reviewed with care the recent Virginia experience. We have also made a rough guess at the cost of providing equal school plants.

The Council is sending a copy of this to each ~~of your~~ County Superintendent of Schools in S.C.

If more copies would be useful to you, we would be glad to supply them at five cents apiece.

Sincerely,

George S. Mitchell
Executive Director

js
Also sent to the following State Agents:
N. C. Newbold, Raleigh, NC
~~Ed~~ McCuistion, ~~Richmond, Va.~~ Little Rock, Ark.
Ed Turner, Nashville, Tenn.
Fred Alexander, ~~Little Rock, Ark.~~ Richmond, Va.
E. G. McGehee, Montgomery, Ala.
L. L. Kilgore, Baton Rouge, La.
J. B. Rutland, Austin, Tex.
Clifford Powell, Okla. City, Okla.
~~Paul Huffington, Baltimore, Md.~~

SRC - School Equality.

WM. PRESTON LANE, JR.
GOVERNOR

EXECUTIVE DEPARTMENT

ANNAPOLIS, MARYLAND

January 26, 1949

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N.E.
Atlanta-3, Georgia

RECEIVED
JAN 28 1949
Southern Regional Council

Dear Mr. Mitchell:

Thank you for your letter of January 20th, and the enclosed magazine issued by the Southern Regional Council entitled "New South."

I look forward, with particular interest, to reading the articles concerning public schools in the South.

With kindest regards.

Sincerely yours,

W. Preston Lane, Jr.

Governor

o'c

SRC - School Equalization

January 28, 1949

Mr. B.B. Hodgkin, Superintendent of Public Instruction
Frankfort, Kentucky

Dear Mr. Hodgkin:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in Kentucky will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh

January 27, 1949

Dr. Jesse T. Anderson, Superintendent of Education
Columbia, South Carolina

Dear Dr. Anderson:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in South Carolina will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh

January 27, 1949

Dr. Austin Meadows, Superintendent of Education
State Department of Education
Montgomery, Alabama

Dear Dr. Meadows:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in Alabama will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh

January 27, 1949

Dr. Ralph B. Jones, Commissioner of Education
State Department of Education
Little Rock Arkansas

Dear Dr. Jones:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in Arkansas will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh

January 27, 1949

Dr. M.D. Collins, Superintendent of Education
State Department of Education
Atlanta 3, Georgia

Dear Dr. Collins:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in Georgia will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSMinh

January 27, 1949

Mr. T.D. Bailey, Superintendent of Public Instruction
State Department of Education
Tallahassee, Florida

Dear Mr. Bailey:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in Florida will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh

January 27, 1949

Mr. S.M. Jackson, Superintendent of Public Instruction
State Department of Education
Baton Rouge, Louisiana

Dear Mr. Jackson:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in Louisiana will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh

January 27, 1949

Dr. J.M. Tubb, Superintendent of Education
State Department of Education
Jackson, Mississippi

Dear Dr. Tubb:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in Mississippi will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh

January 27, 1949

Dr. Clyde A. Erwin, Superintendent of Public Instruction
Department of Education
Raleigh, North Carolina

Dear Dr. Erwin:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in North Carolina will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nb

January 27, 1949

Dr. L.A. Woods, Superintendent of Public Instruction
State Department of Education
Houston, Texas

Dear Dr. Woods:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in Texas will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh

January 28, 1949

Mr. Oliver Hodge, Superintendent of Public Instruction
State Department of Education
Oklahoma City, Oklahoma

Dear Mr. Hodge:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in Oklahoma will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh

January 28, 1949

Dr. G. Tyler Miller
Superintendent of Education
State Department of Education
Richmond 16, Virginia

Dear Dr. Miller:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in Virginia will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh

January 27, 1949

Mr. J.M. Smith, Commissioner of Education
State Department of Education
Nashville 3, Tennessee

Dear Mr. Smith:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in Tennessee will receive a copy of this issue.

If you wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

GSM:nh

SRC - School Equality.

STATE OF NORTH CAROLINA
GOVERNOR'S OFFICE
RALEIGH

W. KERR SCOTT
GOVERNOR

January 28, 1949

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
63 Auburn Ave.
Atlanta 3, Georgia

RECEIVED
JAN 31 1949

Dear Mr. Mitchell:

Governor Scott has asked me to acknowledge your letter and thank you for sending him the December - January issue of New South, the magazine of the Southern Regional Council, and he hopes to have time to review the two articles about public schools in the South to which you refer.

Sincerely yours,

William D. Snider

William D. Snider
Special Assistant

WDS/h

SRC - School Equaliz

COMMONWEALTH OF VIRGINIA
GOVERNOR'S OFFICE
RICHMOND

WM. M. TUCK
GOVERNOR

January 28, 1949

Mr. George S. Mitchell
Executive Director, Southern Regional Council
Room 432
63 Auburn Avenue, NE
Atlanta 3, Georgia

Dear Mr. Mitchell:

This will acknowledge receipt of your letter of January 20 enclosing a copy of the "New South" containing the article on King George County, Virginia, which I have studied with a great deal of interest.

Very truly yours,

Wm. M. Tuck

b

RECEIVED
FEB 1 1949
Southern Regional Council

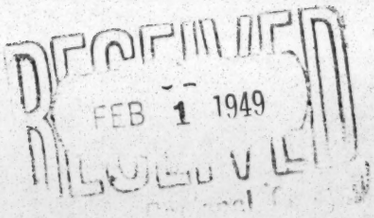
SRC - School equalization

Office of the Governor
Atlanta

HERMAN E. TALMADGE
GOVERNOR

GLADYS CREAL
SECRETARY

January 29, 1949



Executive Director George S. Mitchell
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta, Georgia

Dear Director Mitchell:

Thank you for your letter of January 20, 1949 with the enclosed copy of a pamphlet "New South".

With kindest regards and best wishes, I am

Sincerely,

Herman E. Talmadge

HET:fnm

PAUL D. WILLIAMS, RICHMOND
PRESIDENT
P. B. YOUNG, NORFOLK
FIRST VICE-PRESIDENT
GUY B. JOHNSON, CHAPEL HILL
SECOND VICE-PRESIDENT
CARTER WESLEY, HOUSTON
THIRD VICE-PRESIDENT
HAROLD L. TRIGG, RALEIGH
FOURTH VICE-PRESIDENT
CHARLES S. JOHNSON, NASHVILLE
CHAIRMAN, EXECUTIVE COMMITTEE
GEORGE S. MITCHELL
EXECUTIVE DIRECTOR
MRS. AGNES McKOY
SECRETARY-TREASURER
HAROLD C. FLEMING
DIRECTOR OF INFORMATION

SRC-School Equaliz

Southern Regional Council, Inc.
ROOM 432, 63 AUBURN AVENUE, N.E. ATLANTA 3, GEORGIA

A Council to attain, through research and action, the ideals and practices of equal opportunity for all peoples in the South.

January 31, 1949

Dear Superintendent:

This latest issue of our Council's little magazine contains two articles of the greatest interest to every Southern school system.

You will see that it urges that the South prepare to provide really equal schools, doing so before the affected part of our citizenry finds it necessary to use suits at law to get their conceded rights.

That seems to our Council honest, constructive, and statesmanlike.

Sincerely,

George S Mitchell

George S. Mitchell
Executive Director

P.S. The chairman of the Florida Division of the Southern Regional Council, Mr. R.P. Daniel of Jacksonville, asks that this office send the little article out directly to each Florida superintendent.

SRC - School Equaliz.

January 31, 1949

Mr. Cyrus M. Johnson, State Director
North Carolina Commission on Interracial Cooperation
336 S. Salisbury St.,
Raleigh, North Carolina

Dear Mr. Johnson:

This is to advise you that a private source has agreed to contribute postage for mailing New South to county and state superintendents through out the South.

Despite your generous willingness to provide postage from your local funds, please do, therefore bill us for whatever postage your mailing requires.

All good wishes.

Sincerely yours,

(Mrs.) Agnes McKoy

SRC - Equalization of School

January 31, 1949

Dr. A. D. Beittel
Talladega College
Talladega, Alabama

Dear Dr. Beittel:

This is to advise you that a private source has agreed to contribure postage for mailing New South to county and state superintendents throughout the South.

Despite your generous willingness to provide postage from your local funds, please do, therefore bill us for whatever postage your mailing requires.

All good wishes.

Sincerely yours,

(Mrs.) Agnes McKoy
Secretary-Treasurer

AM:s

January 31, 1949

Mr. J. M. Tydings
Lincoln Institute
Lincoln Ridge, Ky.

Dear Mr. Tydings:

This is to advise you that a private source has agreed to contribute postage for mailing New South to county and state superintendents throughout the South.

Despite your generous willingness to provide postage from your local funds, please do, therefore, bill us for whatever postage your mailing requires.

Sincerely yours,

(Mrs.) Agnes McKoy
Secretary-Treasurer

AM:s

January 31, 1949

Rev. Mr. Emerson Smith
109 Grace St.
Richmond, Va.

Dear Mr. Smith:

This is to advise you that a private source has agreed to contribute postage for mailing New South to county and state superintendents throughout the South.

Despite your generous willingness to provide postage from your local funds, please do, therefore, bill us for whatever postage your mailing requires.

Sincerely yours,

(Mrs.) Agnes McKoy
Secretary-Treasurer

AM:s

January 31, 1949

Mr. Alfred T. Mynders
The Chattanooga Times
Chattanooga, Tennessee

Dear Mr. Mynders:

This is to advise you that a private source has agreed to contribute postage for mailing New South to county and state superintendents throughout the South.

Despite your generous willingness to provide postage from your local funds, please do, therefore, bill us for whatever postage your mailing requires.

Sincerely yours,

(Mrs.) Agnes McKoy
Secretary-Treasurer

AM:s

January 31, 1949

Rev. Mr. H. Brent Schaeffer
1525 Robinson St.
Jackson, Mississippi

Dear Mr. Schaeffer:

This is to advise you that a private source has agreed to contribute postage for mailing NewSouth to county and state superintendents throughout the South.

Despite your generous willingness to provide postage from your local funds, please do, therefore, bill us for whatever postage your mailing requires.

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Sincerely yours,

(Mrs.) Agnes McKoy
Secretary-Treasurer

AM:s

SPC - School Equaliz.

January 31, 1949

Dear Superintendent:

This latest issue of our Council's little magazine contains two articles of the greatest interest to every Southern school system.

You will see that it urges that the South prepare to provide really equal schools, doing so before the affected part of our citizenry finds it necessary to use suits at law to get their conceded rights.

That seems to our Council honest, constructive, and statesmanlike.

Sincerely,

George S. Mitchell
Executive Director

(Sent to county superintendents of schools in Georgia, Louisiana, Arkansas, Oklahoma.)

PAUL D. WILLIAMS, RICHMOND
PRESIDENT
P. B. YOUNG, NORFOLK
FIRST VICE-PRESIDENT
GUY B. JOHNSON, CHAPEL HILL
SECOND VICE-PRESIDENT
CARTER WESLEY, HOUSTON
THIRD VICE-PRESIDENT
HAROLD L. TRIGG, RALEIGH
FOURTH VICE-PRESIDENT
CHARLES S. JOHNSON, NASHVILLE
CHAIRMAN, EXECUTIVE COMMITTEE
GEORGE S. MITCHELL
EXECUTIVE DIRECTOR
MRS. AGNES McKOY
SECRETARY-TREASURER
HAROLD C. FLEMING
DIRECTOR OF INFORMATION

SRC-School Equality

Southern Regional Council, Inc.

ROOM 432, 63 AUBURN AVENUE, N. E. ATLANTA 3, GEORGIA

A Council to attain, through research and action, the ideals and practices of equal opportunity for all peoples in the South.

Alabama Division
Talladega College
Talladega, Alabama

February 1, 1949

Dear Superintendent:

Because you are anxious to provide better public education in Alabama I know you will be interested in the enclosed copy of NEW SOUTH.

The article "How a Virginia County Made Up Its Mind" is a factual report of an effort in Virginia to equalize school facilities in King George County.

You will read with interest the article on "What Will It Cost to Equalize School Buildings in the South".

May I take this opportunity of inviting you to attend the annual meeting of the Alabama Division of the Southern Regional Council which will be held at Alabama State College in Montgomery on Tuesday, February 22nd. The morning session will begin at ten o'clock and the afternoon session at two. Superintendent Meadows will speak on the subject "Public Education in Alabama."

Cordially yours,

A.D. Beittell, Chairman
Alabama Division

SRC - School Equaliz.

February 1, 1949

Mr. E. Paul Harding
Greensboro Daily News
Greensboro, North Carolina

Dear Paul:

That was a grand story about Guilford County. Just exactly what we hoped many papers would do, but so far I have only seen yours that was smart enough to play it just that way.

We liked the AP story too.

All sorts of luck.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

GREENSBORO NEWS COMPANY

GREENSBORO
NORTH CAROLINA

Jan. 28, 1949

Dr. George S. Mitchell,
Director,
Southern Regional Council,
63 Auburn Ave., N. E.,
Atlanta, Ga.

Dear George;

Just thought you might like to have the enclosed clippings.

Suppose you have seen the one moved by AP. (We had your release ready but for some reason the news editor chose to use the wire story) But I thought you might be particularly interested in the local story that followed the next day.

Best regards,

Paul

E. ~~Paul~~ Harding.

Thanx for the New Souths and the handouts. Keep 'em coming.

eph

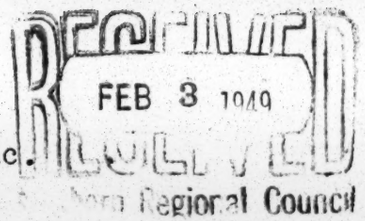
RECEIVED
JAN 31 1949
Southern Regional Council

SRC - School Equalization

EXECUTIVE DEPARTMENT
AUSTIN, TEXAS

BEAUFORD H. JESTER
GOVERNOR

February 1, 1949



Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue
Atlanta 3, Georgia

My dear Mr. Mitchell:

In Governor's absence from the office, I am acknowledging your letter of January 20 and the enclosed issue of New South.

I know the Governor is going to be interested in the two articles it contains, and that he will give them his serious attention.

Thanking you for your letter, I am

Sincerely yours,

Weldon Hart
Assistant Executive Secretary

WH:jmr

SRC - School Equalization

February 2, 1949

President A. D. Beittel
Talladega College
Talladega, Alabama

Dear Mr. Beittel:

Here is the letter I read to you over the telephone.

The 25 extra copies of New South are going to you today.

You folks in Alabama are on the ball!

Sincerely,

Elizabeth Taylor

SPC-School Equaliz.

February 2, 1949

President A. D. Beittel
Talladega College
Talladega, Alabama

Dear Mr. Beittel:

That is a fine letter you wrote out to the county people. Thank you.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

PAUL D. WILLIAMS, RICHMOND
PRESIDENT
P. B. YOUNG, NORFOLK
FIRST VICE-PRESIDENT
GUY B. JOHNSON, CHAPEL HILL
SECOND VICE-PRESIDENT
CARTER WESLEY, HOUSTON
THIRD VICE-PRESIDENT
HAROLD L. TRIGG, RALEIGH
FOURTH VICE-PRESIDENT
CHARLES S. JOHNSON, NASHVILLE
CHAIRMAN, EXECUTIVE COMMITTEE
GEORGE S. MITCHELL
EXECUTIVE DIRECTOR
MRS. AGNES McKOY
SECRETARY-TREASURER
HAROLD C. FLEMING
DIRECTOR OF INFORMATION

Southern Regional Council, Inc.

ROOM 432, 63 AUBURN AVENUE, N. E. ATLANTA 3, GEORGIA

A Council to attain, through research and action, the ideals and practices of equal opportunity for all peoples in the South.

ALABAMA DIVISION

CHAIRMAN
PRESIDENT A. D. BEITTEL

VICE-CHAIRMAN
PRESIDENT H. COUNCILL TRENHOLM
THE STATE TEACHERS COLLEGE
MONTGOMERY

SECRETARY
MRS. J. FLETCHER McLEOD
BRUNDIDGE

TREASURER
MR. ROBERT DURR
1602 - 6TH AVENUE, N.
BIRMINGHAM 3

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REVEREND CARL K. KLUGE
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REVEREND J. B. NICHOLS
PRATTVILLE

PRESIDENT F. D. PATTERSON
TUSKEGEE INSTITUTE

MR. D. R. PRICE
BIRMINGHAM

REVEREND A. S. TURNIPSEED
MONTGOMERY

MR. J. K. WILLIAMS
BIRMINGHAM

ALABAMA DIVISION
TALLADEGA COLLEGE
TALLADEGA, ALABAMA

February 1, 1949

RECEIVED
FEB 2 1949
Southern Regional Council

Dear Superintendent:

Because you are anxious to provide better public education in Alabama I know you will be interested in the enclosed copy of NEW SOUTH.

The article "How a Virginia County Made Up Its Mind" is a factual report of an effort in Virginia to equalize school facilities in King George County.

You will read with interest the article on "What Will It Cost to Equalize School Buildings in the South."

May I take this opportunity of inviting you to attend the annual meeting of the Alabama Division of the Southern Regional Council which will be held at Alabama State College in Montgomery on Tuesday, February 22d. The morning session will begin at ten o'clock and the afternoon session at two. Superintendent Meadows will speak on the subject "Public Education in Alabama."

Cordially yours,

A D Beittel

A.D. Beittel, Chairman
Alabama Division

Sent today to 138 City and County Superintendents in Alabama

ADB

SRC - School Equaliz.

STATE OF LOUISIANA
STATE DEPARTMENT OF EDUCATION
BATON ROUGE 4

SHELBY M. JACKSON
STATE SUPERINTENDENT

February 2, 1949

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

I received your letter of January 27. Thanks for sending me a copy of the latest issue of New South.

Sincerely yours,

Shelby M. Jackson

Shelby M. Jackson
State Superintendent

SMJ:id

SRC- School Equaliz.

February 2, 1949

Mrs. James S. Crate
2410 Inwood Drive
Houston 6, Texas

Dear Mrs. Crate:

This is a copy of the letter that accompanied the mailing of December-January New South to County School Superintendents in Texas.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

SPC - School Equalization

February 2, 1949

Mr. R. P. Daniel
1100 Florida National Bank Building
Jacksonville, Florida

Dear Mr. Daniel:

This is a copy of the letter that accompanied the mailing of December-January New South to County School Superintendents in Florida.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

SRC - School Equality.

February 3, 1949

Mr. J. W. Jeffries
Box 68
A. & T. College
Greensboro, North Carolina

Dear Mr. Jeffries:

I take pleasure in sending you three copies of the issue of New South which you wanted.

The North Carolina Commission on Interracial Cooperation is affiliated with the Council. Through its director, Cy Johnson in Raleigh, it has mailed a copy of this issue of New South to every County Superintendent of Schools in North Carolina. Indeed, we have had a copy sent, one way or another, to each of the thousand county school superintendents in the whole South.

We sent one also to Governor Scott and to Clyde Erwin and to Mr. Newbold.

If you can use more, we would be happy to have your order. A nickel apiece.

Every success to you in your work.

Oughtn't you to join our Council? Three dollars a year—pamphlet with membership blank on back enclosed.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

COOPERATIVE EXTENSION WORK
IN
AGRICULTURE AND HOME ECONOMICS
STATE OF NORTH CAROLINA

NORTH CAROLINA STATE COLLEGE OF AGRICULTURE AND ENGINEERING, NORTH CAROLINA COUNTIES AND UNITED STATES DEPARTMENT OF AGRICULTURE COOPERATING

EXTENSION SERVICE
COUNTY AGENT WORK

Box 68
A. & T. College
Greensboro, North Carolina
February 2, 1949

Mr. George H. Mitchell
Executive Director
Southern Regional Council
Atlanta, Georgia

RECEIVED
FEB 3 1949
Southern Regional Council

Dear Sir:

In the editorial column of the Greensboro Daily News on Saturday, January 29, 1949, I noticed an article saying that it would require $545,000,000 to equalize facilities in Negro schools in the Southern States. The article gave the amount of $36,942,000 needed to equalize the facilities in Negro schools in North Carolina.

At the present time, I am a member of the Educational Committee of the North Carolina Committee on Negro Affairs, and if you should have data relating to North Carolina, I would appreciate your giving me this information to use in connection with my dealings with the Committee on this problem in this State.

Very sincerely yours,

J. W. Jeffries
Assistant Negro State Agent

JWJ:hrm

SRC- School Equaliz.

February 3, 1949

Mr. Walter White
NAACP
20 West 40th Street
New York 18, New York

Dear Mr. White:

Our Council has sent about widely in the South this latest issue of our little magazine, which recounts the story of the brilliant work of the NAACP in King George and other counties in Virginia.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

SRC School Segregation

February 3, 1949

Mr. Lockwood Doty
Station WCON
Atlanta, Georgia

Dear Mr. Doty:

This issue of the Council's magazine has had a good deal of notice as raising an insistent issue.

The release date on it is gone and it isn't news now, but later events may make it useful as background.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

SRC - School Equalization

February 4, 1949

The Honorable Spessard Holland
United States Senate
Washington, D. C.

My dear Senator Holland:

This latest issue of our Council's little magazine treats in two articles the matter of equal school facilities. Clearly this will be a pressing problem everywhere in the South at an early date.

You will see that we are urging that the school systems of the South prepare now to do what is right and thus, in as many cases as possible, make suits at law unnecessary.

We have sent the articles to each Southern Governor and to each State Superintendent of Schools and to all of the county superintendents.

Because I know you will be interested, I send a copy to you.

Respectfully,

George S. Mitchell
Executive Director

February 4, 1949

The Honorable Richard B. Russell
United States Senate
Washington, D. C.

My dear Senator Russell:

This latest issue of our Council's little magazine treats in two articles the matter of equal school facilities. Clearly this will be a pressing problem everywhere in the South at an early date.

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Respectfully,

George S. Mitchell
Executive Director

February 4, 1949

The Honorable Claude Pepper
United States Senate
Washington, D. C.

My dear Senator Pepper:

This latest issue of our Council's little magazine treats in two articles the matter of equal school facilities. Clearly this will be a pressing problem everywhere in the South at an early date.

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Because I know you will be interested, I send a copy to you.

Respectfully,

George S. Mitchell
Executive Director

February 4, 1949

The Honorable Virgil Chapman
United States Senate
Washington, D. C.

My dear Senator Chapman:

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Respectfully,

George S. Mitchell
Executive Director

February 4, 1949

The Honorable Walter F. George
United States Senate
Washington D. C.

My dear Senator George:

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George S. Mitchell
Executive Director

February 4, 1949

The Honorable John J. Sparkman
United States Senate
Washington, D. C.

My dear Senator Sparkman:

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Respectfully,

George S. Mitchell
Executive Director

February 4, 1949

The Honorable John L. McClellan
United States Senate
Washington, D. C.

My dear Senator McClellan:

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Respectfully,

George S. Mitchell
Executive Director

February 4, 1949

The Honorable Lister Hill
United States Senate
Washington, D. C.

My dear Senator Hill:

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Because I know you will be interested, I send a copy to you.

Respectfully,

George S. Mitchell
Executive Director

February 4, 1949

The Honorable J. William Fulbright
United States Senate
Washington, D. C.

My dear Senator Fulbright:

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Respectfully,

George S. Mitchell
Executive Director

SRC-School Equaliz.

PAUL D. WILLIAMS, RICHMOND
PRESIDENT
P. B. YOUNG, NORFOLK
FIRST VICE-PRESIDENT
GUY B. JOHNSON, CHAPEL HILL
SECOND VICE-PRESIDENT
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CHARLES S. JOHNSON, NASHVILLE
CHAIRMAN, EXECUTIVE COMMITTEE
GEORGE S. MITCHELL
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HAROLD C. FLEMING
DIRECTOR OF INFORMATION

Southern Regional Council, Inc.

ROOM 432, 63 AUBURN AVENUE, N. E. ATLANTA 3, GEORGIA

A Council to attain, through research and action, the ideals and practices of equal opportunity for all peoples in the South.

Kentucky Division

February 6, 1949

Dear Superintendent:

You will read the enclosed issue of "New South" with interest, because it relates how the Southern State of Virginia is facing facts about its educational program.

As Kentuckians, we are effected by similar factors. Shall we honestly face our problems? Shall we care enough? What are we going to do about it?

You will want to help where you are, to find the answers to these questions.

Sincerely,

SRC - School Equaliz.

February 7, 1949

The Honorable Russell B. Long
United States Senate
Washington, D. C.

My dear Senator Long:

This latest issue of our Council's little magazine treats in two articles the matter of equal school facilities. Clearly this will be a pressing problem everywhere in the South at an early date.

You will see that we are urging that the school systems of the South prepare now to do what is right and thus, in as many cases as possible, make suits at law unnecessary.

We have sent the articles to each Southern Governor and to each State Superintendent of Schools and to all of the parish superintendents.

Because I know you will be interested, I send a copy to you.

Respectfully,

George S. Mitchell
Executive Director

SRC - School Equalization

February 7, 1949

The Honorable J. Melville Broughton
United States Senate
Washington, D. C.

My dear Senator Broughton:

This latest issue of our Council's little magazine treats in two articles the matter of equal school facilities. Clearly this will be a pressing problem everywhere in the South at an early date.

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Because I know you will be interested, I send a copy to you.

Respectfully,

George S. Mitchell
Executive Director

February 7, 1949

The Honorable Clyde R. Hoey
United States Senate
Washington, D. C.

My dear Senator Hoey:

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Respectfully,

George S. Mitchell
Executive Director

February 7, 1949

The Honorable Robert S. Kerr
United States Senate
Washington, D. C.

My dear Senator Kerr:

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B ecause I know you will be interested, I send a copy to you.

Respectfully,

George S. Mitchell
Executive Director

February 7, 1949

The Honorable Elmer Thomas
United States Senate
Washington, D. C.

My dear Senator T homas :

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Respectfully,

George S. Mitchell
Executive Director

February 7, 1949

T he Honorable Burnet R. Maybank
United States Senate
Washinton, D. C.

My dear Senator Maybank:

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Respectfully,

George S. Mitchell
Executive Director

February 7, 1949

The Honorable Olin D. Johnston
United States Senate
Washington, D. C.

My dear Senator Johnston:

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Respectfully,

George S. Mitchell
Executive Director

February 7, 1949

The Honorable Estes Kefauver
United States Senate
Washington, D. C.

My dear Senator Kefauver:

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Respectfully,

George S. Mitchell
Executive Director

February 7, 1949

The Honorable Kenneth McKellar
United States Senate
Washington, D. C.

My dear Senator McKellar:

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Respectfully,

George S. Mitchell
Executive Director

February 7, 1949

The Honorable Lyndon B. Johnson
United States Senate
Washington, D. C.

My dear Senator Johnson:

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George S. Mitchell
Executive Director

February 7, 1949

The Honorable Harry Flood Byrd
United States Senate
Washington, D. C.

My dear Senator Byrd:

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George S. Mitchell
Executive Director

February 7, 1949

The Honorable A. Willis Robertson
United States Senate
Washington, D. C.

My dear Senator Robertson:

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George S. Mitchell
Executive Director

February 7, 1949

The Honorable Tom Connally
United States Senate
Washington, D. C.

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Respectfully,

George S. Mitchell
Executive Director

February 7, 1949

The Honorable Alben W. Barkley
United States Senate
Washington, D. C.

My dear Senator Barkley:

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George S. Mitchell
Executive Director

February 7, 1949

The Honorable John C. Stennis
United States Senate
Washington, D. C.

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George S. Mitchell
Executive Director

February 7, 1949

The Honorable Allen J. Ellender
United States Senate
Washington, D. C.

My dear Senator Ellender:

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George S. Mitchell
Executive Director

February 7, 1949

The Honorable James O. Eastland
United States Senate
Washington, D. C.

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Respectfully,

George S. Mitchell
Executive Director

248/47

SRC-School Equalizing

February 8, 1949

Mr. Cyrus N. Johnson
North Carolina Commission on Interracial Cooperation, Inc.
P. O. Box 1208
Raleigh, North Carolina

Dear Mr. Johnson:

Thank you so much for your air mail letter received this morning.

In case you have still not received the shipment of December-January New Souths, we are rushing you another shipment this morning air mail, special delivery. We have a new boy in the mailing room whosis able to give us only part time, as he is in school at Morehouse College. My apologies that you did not get this shipment as promised.

We will get the 250 copies of Brothers in Black out today, specifying special handling so that they will go right through.

Sincerely yours,

(Mrs.) Agnes McKoy
Secretary-Treasurer

AM:s

Please send
250 copies Brothers in Black

TELEPHONE 3-1911

North Carolina Commission on Interracial Cooperation, Inc.

An Affiliate of The Southern Regional Council, Inc.

P. O. Box 1208

Raleigh, North Carolina

DIRECTOR
CYRUS M. JOHNSON

February 7, 1949

RECEIVED
FEB 8 1949
Southern Regional Council

GENERAL OFFICERS
HONORARY CHAIRMAN
GOV. R. GREGG CHERRY
RALEIGH

STATE CHAIRMAN
REV. LEON RUSSELL
GOLDSBORO

SECRETARY-TREASURER
C. C. SPAULDING
DURHAM

CHAIRMAN BOARD OF FINANCE
GURNEY P. HOOD
RALEIGH

Southern Regional Council
63 Auburn Ave. N. E.
Atlanta, Ga.

Dear Folks:

Will you be so kind as to rush me two hundred fifty copies of Brothers In Black? The sooner I get them the better it will be, even this week will not be to soon.

Also, I have not as yet received the New Souths that were to be send to school superintendents. Mrs. McKoy was going to send them to me I understood. Perhaps they are on the way, but I thought I was to get them last week.

Hope things are going well and will see Dr. Mitchell on Wednesday of this week in Durham.

Come Air Mail

Sincerely,

Cyrus M. Johnson

Cyrus M. Johnson

VICE-CHAIRMEN

MRS. ROSE D. AGGREY
C. H. HAMLIN
MRS. MARY C. HOLLIDAY
DAVID D. JONES
J. W. SEABROOK
W. A. STANBURY

OTHER MEMBERS OF EXECUTIVE COMMITTEE

FRANK L. ATKINS
L. E. AUSTIN
ROY M. BROWN
MASON CRUM
R. P. DANIEL
G. H. FERGUSON
N. NORFLEET GARDNER
W. L. GREENE
WALTER J. HUGHES
W. C. JACKSON
HAROLD E. JENSON
GUY B. JOHNSON
R. E. JONES
JOHN R. LARKINS
A. E. MANLEY
N. C. NEWBOLD
HAROLD L. TRIGG
E. T. THOMPSON
GERTRUDE WEIL
R. D. WELLONS
MRS. L. B. YANCEY

SRC - School Equaliz.

February 10, 1949
Dict. February 7

Mr. Nathan Goldberg
American Jewish Congress
Commission on Law and Social Action
1834 Broadway
New York 23, New York

Dear Mr. Goldberg:

Sorry to be delayed in answering your kind letter of January 26. I send you with pleasure five copies of our last issue of New South, with the information about white and Negro schools.

The point is that the events in King George County, Virginia, make it clear that the South will have to equalize very soon.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

SRC School Equality

AMERICAN JEWISH CONGRESS

COMMISSION ON LAW AND SOCIAL ACTION

1834 Broadway, New York 23, N. Y. • Telephone CIrcle 6-1900

January 26, 1949

Mr. George S. Mitchell
Executive Director
Southern Regional Council
63 AuburnAve., N.E.
Atlanta, Ga.

Dear Mr. Mitchell:

The New York Times reports that the Southern Regional Council has made a survey of schools for white and Negro children in the South. We would appreciate your sending us a copy of your latest report on the disparities between Negro and white schools.

Sincerely yours,

Nathan Goldberg

Nathan Goldberg

RECEIVED
JAN 31 1949
Southern Regional Council

34

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HUGH BUTLER, NEBR.
OWEN BREWSTER, MAINE
EDWARD MARTIN, PA.
JOHN J. WILLIAMS, DEL.

United States Senate

COMMITTEE ON FINANCE

February 11, 1949

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432
63 Auburn Avenue, NE
Atlanta 3, Georgia

RECEIVED
FEB 14 1949
Southern Regional Council

Dear Mr. Mitchell:

Permit me to acknowledge and thank you for your letter of February 4, and for the enclosed copy of your magazine containing articles relative to equal school facilities.

Sincerely yours,

Walter F. George

KENNETH MC KELLAR, TENN., CHAIRMAN
CARL HAYDEN, ARIZ.
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EVERARD H. SMITH, CLERK
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United States Senate

COMMITTEE ON APPROPRIATIONS

Washington 25, D. C.
February 11, 1949

RECEIVED
FEB 16 1949
Southern Regional Council

Mr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Room 432, Auburn Avenue, N.E.
Atlanta 3, Georgia

My dear Mr. Mitchell:

I want to thank you for your letter of February 4, with enclosure.

I am glad to have the articles and shall read them with interest.

With all good wishes, I am

Very sincerely,

Lister Hill

LH:fc

MILLARD E. TYDINGS, MD., CHAIRMAN
RICHARD B. RUSSELL, GA.
HARRY FLOOD BYRD, VA.
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United States Senate

COMMITTEE ON ARMED SERVICES

February 10, 1949

RECEIVED
FEB 14 1949
Southern Regional Council

Mr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

I have your letter of February 7th and the attached copy of the latest issue of your magazine. I am indeed interested in the two articles it contains and appreciate your thoughtfulness in sending it to me,

With kindest regards,

Sincerely,

Estes Kefauver

cm

PAT MC CARRAN, NEV., CHAIRMAN
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J. G. SOURWINE, COUNSEL

United States Senate

COMMITTEE ON THE JUDICIARY

February 10, 1949

RECEIVED
FEB 14 1949
Southern Regional Council

Mr. George S. Mitchell,
Executive Director,
Southern Regional Council, Inc.,
Atlanta, 3, Georgia.

Dear Mr. Mitchell:

I thank you for your letter of February 7th with its enclosures. I assure you that I will find your magazine interesting and beneficial.

With all good wishes, I am

Cordially yours,

J. Melville Broughton

J. Melville Broughton

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JAMES M. KENDALL, CLERK

United States Senate

COMMITTEE ON
AGRICULTURE AND FORESTRY

February 10, 1949

Mr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Thank you for your courtesy in sending me a copy of the Council's magazine with respect to equal school facilities.

It was thoughtful of you to send me this article which I know will be interesting and informative.

Best wishes to you, and

RECEIVED
FEB 14 1949
Southern Regional Council

Always sincerely,

CP:np

Claude Pepper

ELMER THOMAS, OKLA., CHAIRMAN
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EDWARD J. THYE, MINN.
JAMES P. KEM, MO.
BOURKE B. HICKENLOOPER, IOWA

JOYCETTE K. JONES, CHIEF CLERK

United States Senate

COMMITTEE ON
AGRICULTURE AND FORESTRY

February 10, 1949

RECEIVED
FEB 14 1949
Southern Regional Council

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432 - 63 Auburn Ave. N. E.
Atlanta, Georgia

Dear Mr. Mitchell:

Many thanks for your letter of February 7th, and the latest issue of your Council's magazine containing articles on equal school facilities. As the Federal aid to education legislation, as you know, is one of the current issues, I am glad to receive material on the subject.

Assuring you of my appreciation for your thoughtfulness, I am

Sincerely,

ALLEN J. ELLENDER
U. S. Senator

AJE:M

KENNETH MC KELLAR, TENN., CHAIRMAN
CARL HAYDEN, ARIZ.
ELMER THOMAS, OKLA.
RICHARD B. RUSSELL, GA.
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EVERARD H. SMITH, CLERK
CECIL H. TOLBERT, ASST. CLERK

United States Senate

COMMITTEE ON APPROPRIATIONS

February 9, 1949

RECEIVED
FEB 11 1949
Southern Regional Council

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Your thoughtfulness in sending me a copy of NEW SOUTH is appreciated and the articles concerning school facilities has been read with great interest.

With kind regards, I am

Sincerely yours,

Burnet R. Maybank

Burnet R. Maybank

DENNIS CHAVEZ, N. MEX., CHAIRMAN
SHERIDAN DOWNEY, CALIF.
JOHN L. MC CLELLAN, ARK.
SPESSARD L. HOLLAND, FLA.
JOHN SPARKMAN, ALA.
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VIRGIL CHAPMAN, KY.
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United States Senate

COMMITTEE ON PUBLIC WORKS

February 9, 1949

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

RECEIVED
FEB 11 1949

Dear Mr. Mitchell:

I thank you for making available a copy of the latest issue of your Council's publication in which you have called to my attention two articles on how the South is handling the problem of equal school facilities for the Negro children in line with those for the white children.

This is of interest to me and I feel it will be a forward step in settling of this problem.

Thanking you again for your courtesy, I am

Sincerely yours,

Rob't S. Kerr.

RSK:mb

KENNETH MC KELLAR, TENN., CHAIRMAN
CARL HAYDEN, ARIZ.
ELMER THOMAS, OKLA.
RICHARD B. RUSSELL, GA.
PAT MC CARRAN, NEV.
JOSEPH C. O'MAHONEY, WYO.
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STYLES BRIDGES, N. H.
CHAN GURNEY, S. DAK.
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HOMER FERGUSON, MICH.
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LEVERETT SALTONSTALL, MASS.
MILTON R. YOUNG, N. DAK.

EVERARD H. SMITH, CLERK
CECIL H. TOLBERT, ASST. CLERK

United States Senate

COMMITTEE ON APPROPRIATIONS

February 9, 1949

Mr. George S. Mitchell,
Executive Director,
Room 432,
63 Auburn Avenue, N.E.,
Atlanta 3, Georgia.

Dear Mr. Mitchell:

Thank you for your letter of February 7th enclosing copy of the latest issue of your Council's magazine containing two articles on the subject of equal school facilities. I shall read these articles with much interest.

With best wishes, I am

Sincerely yours,

A. Willis Robertson

A. Willis Robertson

RECEIVED
FEB 11 1949
Southern Regional Council

ELMER THOMAS, OKLA., CHAIRMAN
ALLEN J. ELLENDER, LA.
SCOTT W. LUCAS, ILL.
CLYDE R. HOEY, N. C.
OLIN D. JOHNSTON, S. C.
SPESSARD L. HOLLAND, FLA.
GUY M. GILLETTE, IOWA
CLINTON P. ANDERSON, N. MEX.
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EDWARD J. THYE, MINN.
JAMES P. KEM, MO.
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United States Senate

COMMITTEE ON
AGRICULTURE AND FORESTRY

February 8, 1949

RECEIVED
FEB 10 1949
Southern Regional Council

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

This will acknowledge and thank you for your letter of February 4, to which you attached a copy of the latest issue of your Council's magazine entitled, "New South."

I am glad to have this for my file and appreciate your courtesy in sending me a copy.

With cordial greetings, I remain

Yours faithfully,

Spessard L. Holland

SPESSARD L. HOLLAND

SLH/k

BURNET R. MAYBANK, S. C., CHAIRMAN
ROBERT F. WAGNER, N. Y.
GLEN H. TAYLOR, IDAHO
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A. WILLIS ROBERTSON, VA.
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A. LEE PARSONS, CLERK

United States Senate

COMMITTEE ON BANKING AND CURRENCY

February 7, 1949

RECEIVED
FEB 9 1949
Southern Regional Council

Dr. George S. Mitchell
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear George:

Thanks for your letter of February 4, with which you send me two articles from your Council's magazine. I have read them with much interest.

It is always good to get literature from your group. I hope you will send me anything that may be available at any time.

With best wishes and kindest personal regards, I am

Sincerely,

John

John Sparkman

1

STYLES BRIDGES, N. H., CHAIRMAN
CHAN GURNEY, S. DAK.
C. WAYLAND BROOKS, ILL.
CLYDE M. REED, KANS.
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EVERARD H. SMITH, CLERK
CECIL H. TOLBERT, ASST. CLERK

United States Senate

COMMITTEE ON APPROPRIATIONS

February 7, 1949

RECEIVED
FEB 9 1949
Southern Regional Council

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, Auburn Avenue, N. E.
Atlanta, Georgia

Dear Sir:

Permit me to acknowledge receipt of your letter of February 4 with enclosed articles regarding the matter of equal school facilities.

I appreciate your kindness in forwarding me this material.

Cordially yours,

Richard B. Russell

SRL-School Equaliz.

February 15, 1949

Mr. J. M. Dabbs
Route 1
Mayesville, South Carolina

Dear Mr. Dabbs:

Thank you so much for sending me a copy of the excellent letter you wrote to county superintendents of schools in South Carolina.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

Mayesville, South Carolina

February 12, 1949

RECEIVED
FEB 15 1949
Southern Regional Council

Dear Sir:

It has occurred to me that you, as a leader in public education in South Carolina, would be especially interested in the enclosed issue of NEW SOUTH. Undoubtedly one of the crucial problems we face in the South today is the equalization of educational opportunities as between Negroes and Whites. The enclosed issue of NEW SOUTH discusses this situation, both in general and as it is developing at present in Virginia. I hope that we in South Carolina may learn to face our responsibilities somewhat more graciously than we have in the past.

Yours sincerely,

J. M. Dabbs

J. M. Dabbs, Chairman,
South Carolina Division of the
Southern Regional Council.

SRC - School Equalization

February 16, 1949

President Harold E. Stoke
Louisiana State University
Baton Rouge, Louisiana

Dear Mr. Stoke:

At the suggestion of friends here, I take pleasure in sending you a copy of the last issue of the Council's little magazine, raising the whole matter of equalization of public school facilities in the South.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

SRC - School Equalization

February 16, 1949

Professor O. C. Aderhold
School of Education
University of Georgia
Athens, Georgia

Dear Mr. Aderhold:

At the suggestion of friends here, I take pleasure in sending you a copy of the last issue of the Council's little magazine, raising the whole matter of equalization of public school facilities in the South.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

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CHAIRMAN, EXECUTIVE COMMITTEE
GEORGE S. MITCHELL
EXECUTIVE DIRECTOR
MRS. AGNES McKOY
SECRETARY-TREASURER
HAROLD C. FLEMING
DIRECTOR OF INFORMATION

SRC-School Equal

Southern Regional Council Inc.
ROOM 432, 63 AUBURN AVENUE, N.E. ATLANTA 3, GEORGIA

A Council to attain, through research and action, the ideals and practices of equal opportunity for all peoples in the South.

RECEIVED
FEB 18 1949
Southern Regional Council

Dear Superintendent:

You will read the enclosed issue of "New South" with interest, because it relates how a county in the Southern State of Virginia is facing facts about its educational program.

As Kentuckians, we are effected by similar factors. Shall we honestly face our problems? Shall we care enough? What are we going to do about it?

You will want to help, where you are, to find the answers to these questions.

Sincerely,
The Kentucky Division

J. M. Tydings, Chairman

SRC - School Equalization

February 18, 1949

Mr. Cyrus M. Johnson
North Carolina Commission on
Interracial Cooperation, Inc.
P. O. Box 1208
Raleigh, North Carolina

Dear Mr. Johnson:

Thank you so much for your letter of the 10th with copy of your letter North Carolina school superintendents enclosed. I am sorry you failed to get our first shipment of New South,-James assured me he sent them and I cannot imagine what caused them to go astray but at least you did get the second shipment and that is well.

The price of "Brothers in Black" is listed at five cents, fifty pents per dozen, and three fifty per hundred.

Dr. Mitchell was delighted with the North Carolina meeting. He thought it went awfully well.

I'm enclosing our check for three dollars ($3.00) to cover postage. Again, our thanks for everything.

Sincerely yours,

(Mrs.) Agnes McKoy
Secretary-Treasurer

AM:j
Enclosure

TELEPHONE 3-1911

North Carolina Commission on Interracial Cooperation, Inc.

An Affiliate of The Southern Regional Council, Inc.

P. O. Box 1208

Raleigh, North Carolina

DIRECTOR
CYRUS M. JOHNSON

February 10, 1949

RECEIVED
FEB 11 1949
Southern Regional Council

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STATE CHAIRMAN
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GOLDSBORO

SECRETARY-TREASURER
C. C. SPAULDING
DURHAM

CHAIRMAN BOARD OF FINANCE
GURNEY P. HOOD
RALEIGH

Mrs. Agnes McKoy
Southern Regional Council
Atlanta, Ga.

Dear Mrs. McKoy:

I received the copies of New South and they are going out today. I am inclosing a copy of the letter that is going along with them. I thought you might like a copy for the files.

The copies of "Brothers In Black" have come in also. Would you let me know right away what the price on them is, as I hope to sell most of them. I am interested in whether there is any change in price for quantity for them also.

We had a right good meeting with Dr. Mitchell yesterday afternoon, I thought.

Sincerely,

Cyrus M. Johnson

Cyrus M. Johnson

The postage used in sending out the copies of New South to superintendents was 100-3¢ stamps, that is $3.00 of course.

VICE-CHAIRMEN

MRS. ROSE D. AGGREY
C. H. HAMLIN
MRS. MARY C. HOLLIDAY
DAVID D. JONES
J. W. SEABROOK
W. A. STANBURY

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GUY B. JOHNSON
R. E. JONES
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A. E. MANLEY
N. C. NEWBOLD
HAROLD L. TRIGG
E. T. THOMPSON
GERTRUDE WEIL
R. D. WELLONS
MRS. L. B. YANCEY

TELEPHONE 3-1911

North Carolina Commission on Interracial Cooperation, Inc.

An Affiliate of The Southern Regional Council, Inc.

P. O. Box 1208

Raleigh, North Carolina

DIRECTOR
CYRUS M. JOHNSON

Febfuary 10, 1949

GENERAL OFFICERS
HONORARY CHAIRMAN
GOV. R. GREGG CHERRY
RALEIGH

STATE CHAIRMAN
REV. LEON RUSSELL
GOLDSBORO

SECRETARY-TREASURER
C. C. SPAULDING
DURHAM

CHAIRMAN BOARD OF FINANCE
GURNEY P. HOOD
RALEIGH

RECEIVED
FEB 11 1949
Southern Regional Council

One of the major problems in interracial relations that we have in the South is that of equalizing school facilities in accordance with the various constitutions that say, "separate but EQUAL". We have been very interested in working for progress towards equalization and, as you know, North Carolina has made much progress.

In cooperation with the Southern Regional Council, we are sending you a copy of "New South" with the feature article on "How a Virginia County Made Up its Mind". It tells the story of what has gone on in one county and what is going on in several counties in Virginia. We would like to work out our situation in North Carolina with less friction than they have done.

If you should desire additional copies of the article for your board of education we may be able to supply them for you.

Sincerely,

Cyrus M. Johnson

VICE-CHAIRMEN

MRS. ROSE D. AGGREY
C. H. HAMLIN
MRS. MARY C. HOLLIDAY
DAVID D. JONES
J. W. SEABROOK
W. A. STANBURY

OTHER MEMBERS OF EXECUTIVE COMMITTEE

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L. E. AUSTIN
ROY M. BROWN
MASON CRUM
R. P. DANIEL
G. H. FERGUSON
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HAROLD L. TRIGG
E. T. THOMPSON
GERTRUDE WEIL
R. D. WELLONS
MRS. L. B. YANCEY

SRC - School Equalizing

February 21, 1949

Mr. Charlie W. Wexler, Jr.
Department of Economics
Texas State University
Houston 4, Texas

Dear Mr. Wexler:

We are glad to send you two copies of the recent issue of New South, reviewing the costs of equalizing Negro and white schools in the South.

Your request was sent on to us from Dr. Charles Johnson.

Sincerely,

George S. Mitchell
Executive Secretary

GSM:t
enclosures

FISK UNIVERSITY

NASHVILLE 8, TENNESSEE

OFFICE OF THE PRESIDENT

February 16, 1949

RECEIVED
FEB 17 1949
Southern Regional Council

Dr. George Mitchell, Director
Southern Regional Council
63 Auburn Avenue N. E.
Atlanta 3, Georgia

Dear Dr. Mitchell:

Dr. Johnson has asked me to refer to you the enclosed letter from:

Mr. Charlie W. Wexler, Jr.
Department of Economics
Texas State University
Houston 4, Texas

who wants a copy of the recent report of the Southern Regional Council "showing the enormous inequality existing between Negro and white schools in the South".

Yours truly,
Rosemary Deyling
Rosemary Deyling
Secretary

Encl.

Ans. Ofc

Refer to Dr. Geo. Mitchell Southern Council

Dept. of Economics
Texas State University
Houston 4, Texas

Dr. Charles S. Johnson, President
Fisk University
Nashville, Tennessee

Dear Dr. Johnson:

Please send me a copy of the recent report of the Southern Regional Council showing the enormous inequality existing between Negro and white schools in the South.

Sincerely yours,
Charlie W. Wexler, Jr.

RECEIVED
FEB 17 1949
NASHVILLE
Southern Regional Council

10- Educ. Equalization (Material file)

State Department of Education

STATE OFFICE BUILDING

Atlanta 3, Georgia

M. D. COLLINS
STATE SUPERINTENDENT
OF SCHOOLS

February 27, 1951

Mrs. Jane P. Fleming, Research Assistant
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mrs. Fleming:

This will acknowledge the receipt of your letter dated January 2. I have been compelled to neglect my correspondence due to pressing duties in connection with the General Assembly.

Enclosed is an estimate of school building needs for 1951-52; and in case it might be of some interest to you, we are also sending you a mimeographed copy of a bill creating The State School Building Authority, passed at this last session.

Hoping that this is the desired information, I am

Sincerely yours,

Claude Purcell

Claude Purcell, Director by: H.J.
Division of Administration

Encls.

AN ESTIMATE OF SCHOOL BUILDING NEEDS FOR 1951-52

In response to a request made September 22, 1950, by Hon. Fred Hand, Speaker of the House of Representatives, an estimate of school building needs in Georgia by school systems has been prepared for presentation to the Legislature in connection with the proposed Public School Housing Authority. Since the effect of any school housing legislation probably would not be felt before the beginning of the school year 1951-52, estimates have been projected to 1952 based on present trends in each system, and also upon needs for the addition of the twelfth grade.

Caution should be exercised in the use of these calculations as they are only close estimates made in the short time available. Below is a brief summary of the procedure used.

It was decided to use the area supervisors as a means of maintaining uniformity and accuracy of needs and of getting 100% response. Following conferences held with the area supervisors at which a uniform procedure was developed, the supervisors visited each school system in the State, studying and tabulating enrollments, number of teachers and classrooms needed, and making an inventory of all usable existing buildings, noting their location and condition. Teacher allotments, etc., were based on the Minimum Foundation Program schedules.

While this information was being compiled, costs of all buildings built or contracted for the last year were gathered and tabulated according to costs per square foot by areas in the State. From this data a cost per square foot ($5.80 to $7.70) for a minimum type building was assigned to each school system. Recent contracts indicate that costs are up 10% to 30% and are still rising.

Classrooms needed were first determined on the basis of 25 square feet per high school pupil and 30 square feet per elementary pupil, and afterwards multiplied by the system cost per square foot. An average amount of extra space representing corridors, toilets, shops, auditoriums, gymnasiums, etc., was added and figured as above. The result is a reasonably close estimate to the building needs of each system based on locally supplied data. The dollar needs for buildings by systems follows:

ESTIMATE

SCHOOL BUILDING* NEEDS

1951-52

APPLING	$ 1,406,000
ATKINSON.....	444,000
BACON	735,000
BAKER.....	495,000
BALDWIN.....	1,150,000
BANKS.....	565,000
BARROW.....	422,000
Winder.....	259,000
BARTOW.....	1,707,000
Cartersville.....	225,000
BEN HILL.....	776,000
BERRIEN.....	673,000
BIBB.....	3,078,000
BLECKLEY.....	539,000
BRANTLEY.....	465,000
BROOKS.....	890,000
Quitman.....	203,000
BRYAN.....	470,000
BULLOCH.....	1,019,000
BURKE	1,234,000
BUTTS.....	738,000
CALHOUN.....	411,000
CAMDEN.....	710,000
CANDLER.....	284,000
CARROL.....	1,476,000
Carrollton.....	558,000
CATOOSA.....	1,662,000
CHARLTON.....	382,000
CHATHAM.....	11,466,000
CHATTAHOOCHEE.....	99,000
CHATTOOGA.....	591,000
Trion.....	306,000
CHEROKEE.....	1,085,000
CLARKE.....	478,000
Athens.....	1,142,000
CLAY.....	334,000
CLAYTON.....	1,554,000
CLINCH.....	433,000
COBB.....	3,555,000
Marietta.....	942,000
COFFEE.....	1,133,000
COLQUITT.....	1,645,000
Moultrie.....	694,000
COLUMBIA.....	665,000
COOK.....	507,000

COWETA	$ 1,690,000
Newnan.....	494,000
CRAWFORD.....	433,000
CRISP.....	372,000
Cordele.....	469,000
DADE.....	671,000
DAWSON.....	241,000
DECATUR.....	1,371,000
DEKALB.....	2,000,000
DODGE.....	1,353,000
DOOLY.....	1,131,000
DOUBHERTY.....	
and Albany..	1,609,000
DOUBLAS.....	729,000
EARLY.....	1,084,000
ECHOLS.....	141,000
EFFINGHAM.....	416,000
ELBERT.....	779,000
Elberton,...	474,000
EMANUEL.....	1,260,000
EVANS.....	168,000
FANNIN.....	1,073,000
FAYETTE.....	476,000
FLYOD.....	2,073,000
Rome.....	1,428,000
FORSYTH.....	808,000
FRANKLIN.....	1,127,000
FULTON.....	6,000,000
Atlanta.....	5,000,000
GILMER.....	601,000
GLASCOCK.....	198,000
GLYNN.....	2,069,000
GORDON.....	966,000
Calhoun.....	53,000
GRADY.....	1,164,000
GREENE.....	1,103,000
GWINNETT.....	1,453,000
Buford.....	316,000
HABERSHAM.....	1,320,000
HALL.....	1,402,000
Gainesville..	311,000
HANCOCK.....	664,000
HARALSON.....	1,075,000
HARRIS.....	817,000
HART.....	594,000

HEARD.....	$ 474,000
HENRY.....	1,440,000
HOUSTON.....	1,376,000
IRWIN.....	782,000
JACKSON.....	426,000
Commerce....	286,000
JASPER.....	398,000
JEFF DAVIS.....	824,000
JEFFERSON.....	1,190,000
JENKINS.....	676,000
JOHNSON.....	779,000
JONES.....	346,000
LAMAR.....	487,000
Barnesville..	298,000
LANIER.....	284,000
LAURENS.....	2,239,000
LEE.....	469,000
LIBERTY.....	929,000
LINCOLN.....	582,000
LONG.....	357,000
LOWNDES.....	1,682,000
Valdosta.....	1,423,000
LUMPKIN.....	580,000
MACON.....	871,000
MADISON.....	721,000
MARION.....	448,000
McDUFFIE.....	672,000
McINTOSH.....	388,000
MERIWETHER.....	1,285,000
MILLER.....	738,000
MITCHELL.....	1,033,000
Pelham.....	386,000
MONROE.....	546,000
MONTGOMERY.....	678,000
MORGAN.....	470,000
MURRAY.....	847,000
MUSCOGEE DISTRICT..	5,500,000
NEWTON.....	671,000
OCONEE.....	419,000
OGLETHORPE.....	875,000
PAULDING.....	875,000
PEACH.....	718,000
PICKENS.....	588,000
PIERCE.....	846,000
PIKE.....	418,000
POLK.....	405,000
Cedartown....	759,000
PULASKI.....	795,000
PUTNAM.....	$ 616,000
QUITMAN.....	198,000
RABUN.....	396,000
RANDOLPH.....	823,000
RICHMOND.....	5,294,000
ROCKDALE.....	309,000
SCHLEY.....	356,000
SCREVEN.....	951,000
SEMINOLE.....	531,000
SPALDING.....	778,000
Griffin.....	256,000
STEPHENS.....	784,000
Toccoa.....	379,000
STEWART.....	658,000
SUMTER.....	666,000
Americus.....	811,000
TALBOT.....	663,000
TALIAFERRO.....	341,000
TATTNALL.....	1,113,000
TAYLOR.....	603,000
TELFAIR.....	1,113,000
TERRELL.....	403,000
THOMAS.....	1,187,000
Thomasville.....	723,000
TIFT	
and Tifton.....	1,212,000
TOOMBS.....	910,000
Vidalia.....	502,000
TOWNS.....	407,000
TREUTLEN.....	328,000
TROUP.....	1,407,000
LaGrange.....	1,857,000
Hogansville.....	178,000
West Point.....	519,000
TURNER.....	642,000
TWIGGS.....	661,000
UNION.....	618,000
UPSON.....	794,000
Thomaston.....	760,000
WALKER.....	2,395,000
WALTON.....	1,120,000
WARE.....	697,000
Waycross.....	1,199,000
WARREN.....	604,000
WASHINGTON.....	1,600,000
WAYNE.....	1,192,000
WEBSTER.....	315,000
WHEELER.....	530,000

WHITE.....	311,000	WILKES	936,000
WHITFIELD.....	1,989,000	WILKERSON	634,000
Dalton	1,003,000	WORTH	1,259,000
WILCOX.....	501,000		

Total for School Building Need (All School Systems)... $180,892,000

The above figures represent only the need for the buildings themselves and do not include sites, equipment, architect's fees, ground development or landscaping. Standard practice is to allow about 25-30% of the building cost for these items. This would bring the total to at least $220,000,000.

H. B. 1

A B I L L

To be entitled an Act to create the State School Building Authority; to authorize the Authority to acquire, construct, improve, alter, repair, operate and maintain, self-liquidating projects embracing buildings and facilities intended for use as school buildings, class rooms, laboratories, libraries, instructional, administrative and recreational facilities for students, faculty and employees of any institution under the control of the State Board of Education, or any County Boards of Education, City Boards of Education or governing body of independent districts or systems being a part of the State School System, and all structures, electric, gas, steam and water utilities and facilities deemed by the Authority necessary or convenient for the operation of any unit forming a part of the public School System of this State; to confer powers and impose duties on the Authority; to provide for the appointment of members of the Authority; to authorize the Authority and the various County Boards of Education, City Boards of Education of governing bodies of independent districts or systems, to execute leases and contracts pertaining to such accommodations and facilities; to authorize the issuance of revenue bonds of the Authority payable from the revenues, rents and earnings or other funds of the Authority; to pay the cost of such projects and authorize the collection and pledging of revenues and other charges for the payment of such bonds and for the cost of maintaining, operating and repairing of projects; to authorize the execution of trust indentures to secure the payment of such bonds, and to define the rights of the holders of such bonds; to provide that no debt of the State shall be incurred in the exercise of any of the powers granted by this Act; to make bonds of the Authority legal investments and also exempt from taxation; to provide for the Authority to condemn property of every kind and character; to authorize the issuance of Revenue Refunding Bonds; to

provide for withholding by the State Board of Education of funds accruing under Section 11 of the Minimum Foundation Act of sums accruing to the benefit of the various counties, cities and independent school districts or systems for capital outlay and to make payment of such funds direct to the Authority; to withhold and make payment direct to the Authority of other funds under certain conditions and to provide for notice in writing to the State Board of Education, State Department of Education and State Treasurer in the event of default in the performance of any contract between the Authority and governing body of the county, city, or independent school district or system; to fix the venue or jurisdiction of actions relating to any provisions of this Act, and to provide that such bonds be validated; to provide express authority for the State Board of Education, County Boards of Education, City Boards of Education, and the governing bodies of independent districts or systems, to sell, lease, transfer, and convey property for the purposes of this Act; to authorize the State, the several counties, municipalities and other governmental subdivisions to lease or convey title to any property owned for the purposes of this Act, for reasonable compensation to be determined by three appraisers, and to prescribe the manner of appointment of such appraisers; to provide for the separate enactment of each provision of this Act and repealing all laws, or parts of laws in conflict with provisions of this Act; and for other purposes:

WHEREAS, it is necessary to provide additional buildings, facilities and improvements within the Public School System of this State, in order that proper educational and recreative facilities may be made available; and

WHEREAS, it is advisable to authorize the financing in whole or in part of the construction of such buildings, facilities, and improvements without creating any debt of the State, by the issuance of revenue bonds of the Authority for that purpose.

BE IT, THEREFORE, ENACTED BY THE GENERAL ASSEMBLY OF GEORGIA, AND IT IS HEREBY ENACTED BY AUTHORITY OF SAME:

Section 1. Short title. -- This may be cited as the "State School Building Authority Act."

Section 2. State School Building Authority. -- There is hereby created a body corporate and politic to be known as the State School Building Authority, which shall be deemed to be an instrumentality of the State of Georgia and a public corporation, and by that name, style and title said body may contract and be contracted with, sue and be sued, implead and be impleaded, and complain and defend in all courts of law and equity. The Authority shall consist of seven members, four of whom shall be the Chairman of the State Board of Education, the Attorney General of the State of Georgia, the State Auditor, and the State Superintendent of Schools. The remaining three members shall be appointed by the Governor in such manner that the term of one member shall expire January 1, 1953, and the term of the other two shall expire on January 1, 1955, and January 1, 1957 respectively. Their successors shall be appointed for terms of four years from the date of expiration of their respective terms of office, except that any person appointed to fill a vacancy shall serve only for the unexpired time. Immediately after such appointments, the members of the Authority shall enter upon their duties. The Authority shall elect one of its members as chairman and another as vice chairman, and a secretary and treasurer, who need not necessarily be a member of the Authority. Five members of the Authority shall constitute a quorum. No vacancy on the Authority shall impair the right of the quorum to exercise all the rights and perform all the duties of the Authority. The members of the Authority shall not be entitled to compensation for their services, but shall be entitled to and shall be reimbursed for their actual expenses necessarily incurred in the performance of their duties. The Authority shall make rules and regulations for its own government. It shall have perpetual existence.

Section 3. Definitions. -- As used in this Act, the

following words and terms shall have the following meanings:

(a) The word "Authority" shall mean the State School Building Authority created by Section 2 of this Act.

(b) The word "project" shall be deemed to mean and include one or a combination of two or more of the following: building and facilities intended for use as school buildings, classrooms, laboratories, libraries, and instructional, administrative, and recreational facilities for students, faculty, officers, and employees of any institution or unit under the control of a County Board of Education, City Board of Education or governing bodies of independent districts or systems, and all structures, electric, gas, steam and water utilities and facilities of every kind and character deemed by the Authority necessary or convenient for the efficient operation of any unit which is a part of any such institution, including the improving, altering, or repairing of the same.

(c) The word "unit" shall mean any institution, school, or academy, at any particular location which forms a part of the Public School System of this State operated by a County Board of Education, City Board of Education, or governing bodies of independent districts or systems.

(d) The term "cost of the project" shall embrace the cost of construction, the cost of all lands, properties, rights, easements and franchises acquired, the cost of all machinery and equipment, financing charges, interest prior to and during construction, and for one year after completion of construction, cost of engineering, architectural and legal expenses, and of plans and specifications, and other expenses necessary or incident to determining the feasibility or practicability of the project, administrative expense, and such other expenses as may be necessary or incident to the financing herein authorized, the construction of any project, the placing of the same in operation, and the condemnation of property necessary for such construction and operation. Any obligation or expense incurred for any of the

foregoing purposes shall be regarded as a part of the cost of the project and may be paid or reimbursed as such out of the proceeds of revenue bonds issued under the provision of this Act for such project.

(e) The term "revenue bonds" as used in this Act shall mean "revenue certificates" as defined in the Revenue Certificate Law of Georgia of 1937, as amended.

(f) Any project or combination of projects shall be deemed "self-liquidating" if, in the judgment of the Authority, the revenues, rents, or earnings to be derived by the Authority therefrom will be sufficient to pay the cost of maintaining, repairing and operating the project and to pay the principal and interest of revenue bonds which may be issued for the cost of such project, projects, or combination of projects.

Section 4. Powers. -- The Authority shall have powers:

(1) to have a seal and alter the same at pleasure;

(2) to acquire by purchase, lease or otherwise, and to hold, lease and dispose of real and personal property of every kind and character for its corporate purposes:

(3) to acquire in its own name by purchase, on such terms and conditions and in such manner as it may deem proper, or by condemnation in accordance with the provisions of any and all existing laws applicable to the condemnation of property for public use, real property or rights of easements therein or franchises necessary or convenient for its corporate purposes, and to use the same so long as its corporate existence shall continue and to lease or make contracts with respect to the use of or dispose of the same in any manner it deems to the best advantage of the Authority, the Authority being under no obligation to accept and pay for any property condemned under this Act, except from the funds provided under the Authority of this Act, and in any proceedings to condemn, such orders may be made by the

court having jurisdiction of the suit, action or proceeding as may be just to the Authority and to the owners of the property to be condemned, and no property shall be acquired under the provisions of this Act upon which any lien or other incumbrance exists, unless at the time such property is so acquired a sufficient sum of money be deposited in trust to pay and redeem the fair value of such lien or incumbrance; and if the Authority shall deem it expedient to construct any project on lands which are subject to the control of the Public School System of the State or of any County Board of Education, City Board of Education, or governing body, independent or equasi-independent district or system, or local unit of administration. The Governor, in the case of the State, or the boards of education of counties or cities, or the equivalent governing authorities of independent school districts, or systems, are hereby authorized to execute for and in behalf of the State or the various county boards of education, city boards of education, or governing bodies of independent districts or systems, as the case may be, a lease upon such lands to the Authority for such parcel or parcels as shall be needed for a period not to exceed fifty (50) years, at a nominal rental of one dollar ($1.00) per year. If the Authority shall deem it expedient to construct any project on any other lands, the title to which shall then be in the State of Georgia, the Governor is hereby authorized to convey, for and in behalf of the State, title to such lands to the Authority, upon payment to the State Treasurer for the credit of the general fund of the State of the reasonable value of such lands, such value to be determined by three appraisers to be agreed upon by the Governor and the Chairman of the Authority; further, if the Authority shall deem it expedient to construct any project on any other lands, the title to which shall then be in any county, municipality, or other governmental subdivision of the State, the proper authorities of such county, municipality or governmental subdivision are hereby authorized to convey, for and in behalf of such county, municipality, or governmental

subdivision, title to such lands to the Authority, upon payment to the proper fiscal officer of the county, municipality, or other governmental subdivision of the reasonable value of such lands, such value to be determined by three appraisers to be agreed upon between such governmental authorities and the Chairman of the Authority.

(4) to appoint and select officers, agents and employees, including engineering, architectural and construction experts, fiscal agents and attorneys, and fix their compensation;

(5) to make contracts, leases and to execute all instruments necessary or convenient, including contracts for construction of projects and leases of projects or contracts with respect to the use of projects which it causes to be erected or acquired, and any and all political subdivisions, departments, institutions or agencies of the State are hereby authorized to enter into contracts, leases or agreements with the Authority upon such terms and for such purposes as they deem advisable; and without limiting the generality of the above, authority is specifically granted to the County Boards of Education, City Boards of Education or governing bodies of independent districts or systems for and on behalf of the units and institutions within their respective counties, cities, or districts, and to the authority to enter into contracts and lease agreements for the use of any structure, building or facilities of the Authority for a term not exceeding fifty (50) years, and the Board of Education or equivalent governing body for and on behalf of the respective political subdivision may obligate itself and its successors to use only such structure, building or facility and none other and so long as said property is used by such political subdivision to pay an amount to be determined from year to year for the use of such property so leased, and also to obligate itself and its successors as a part of the lease contract, to pay the cost of maintaining, repairing and operating the property so leased from the Authority.

(6) to construct, erect, acquire, own, repair, remodel, maintain, add to, extend, improve, equip, operate and manage projects, as hereinabove defined, to be located on property owned by or leased by the Authority, the cost of any such project to be paid in whole or in part from the proceeds of revenue bonds of the Authority or from such proceeds and any grant from the United States of America or any agency or instrumentality thereof, or from any other source.

(7) to accept loans or grants of money or materials or property of any kind from the United States of America or any agency or instrumentality thereof, including the Reconstruction Finance Corporation, upon such terms and conditions as the United States of America or such agency or instrumentality, including the Reconstruction Finance Corporation, may impose;

(8) to borrow money for any of its corporate purposes and to issue negotiable revenue bonds payable solely from funds pledged for that purpose, and to provide for the payment of the same and for the rights of the holders thereof;

(9) to exercise any power usually possessed by private corporations performing similar functions, which is not in conflict with the Constitution and laws of this State; and

(10) to do all things necessary or convenient to carry out the powers expressly given in this Act.

Section 5. Revenue bonds. -- The Authority, or any authority or body which has or which may in the future succeed to the powers, duties and liabilities vested in the Authority created hereby, shall have power and is hereby authorized at one time, or from time to time, to provide by resolution for the issuance of negotiable revenue bonds, in an unlimited amount, for the purpose of paying all or any part of the cost as herein defined of any one or combination of projects. The principal and interest of such revenue bonds shall be payable solely from the special fund herein provided for such payment. The bonds of each

issue shall be dated, shall bear interest at such rate or rates not exceeding four and one-half (4½%) percentum per annum, payable semi-annually, shall mature at such time or times not exceeding 30 years from their date or dates, shall be payable in such medium of payment, as to both principal and interest as may be determined by the Authority, and may be made redeemable before maturity, at the option of the Authority, at such price or prices and under such terms and conditions as may be fixed by the Authority in the resolution providing for the issuance of the bonds.

Section 6. Same; form; denominations; registration; place of payment. -- The Authority shall determine the form of the bonds, including any interest coupons to be attached thereto, and shall fix the denomination or denominations of the bonds and the place or places of payment of principal and interest thereof, which may be at any bank or trust company within or without the State. The bonds may be issued in coupon or registered form, or both, as the Authority may determine, and provision may be made for the registration of any coupon bond as to principal alone and also as to both principal and interest.

Section 7. Same; signature; seal. -- In case any officer whose signature shall appear on any bonds or whose facsimile signature shall appear on any coupon shall cease to be such officer before the delivery of such bonds, such signature shall nevertheless be valid and sufficient for all purposes the same as if he had remained in office until such delivery. All such bonds shall be signed by the Chairman of the Authority and the official seal of the Authority shall be affixed thereto and attested by the Secretary of the Authority and any coupons attached thereto shall bear the signature or facsimile signature of the Chairman of the Authority. Any coupon may bear the facsimile signature

of such person and any bond may be signed, sealed and attested on behalf of the Authority by such persons as at the actual time of the execution of such bonds shall be duly authorized or hold the proper office, although at the date of such bonds such persons may not have been so authorized or shall not have held such office.

Section 8. Same; negotiability; exemption from taxation. -- All revenue bonds issued under the provisions of this Act shall have and are hereby declared to have all the qualities and incidents of negotiable instruments under the negotiable instruments law of the State. Such bonds and the income thereof shall be exempt from all taxation within the State.

Section 9. Same; sale; price. -- The Authority may sell such bonds in such manner and for such price as it may determine to be for the best interests of the Authority, but no such sale shall be made at a price so low as to require the payment of interest on the money received therefor at more than four and one-half ($4\frac{1}{2}\%$) percentum per annum computed with relation to the absolute maturity of the bonds in accordance with standard tables of bond values excluding, however, from such computation the amount of any premium to be paid on redemption of any bond prior to maturity.

Section 10. Same; proceeds of bonds. -- The proceeds of such bonds shall be used solely for the payment of the cost of the project or combined project, and shall be disbursed upon requisition or order of the chairman of the Authority under such restrictions, if any, as the resolution authorizing the issuance of the bonds or the trust indenture hereinafter mentioned may provide. If the proceeds of such bonds, by error of calculation or otherwise, shall be less than the cost of the project or combined project, unless otherwise provided in the resolution authorizing the issuance of the bonds or in the trust indenture, additional bonds may in like manner be issued to provide the amount of such deficit, which unless otherwise provided in the resolution authorizing the issuance of the bonds or in the trust

indenture, shall be deemed to be of the same issue and shall be entitled to payment from the same fund without preference or priority of the bonds first issued for the same purpose. If the proceeds of the bonds of any issue shall exceed the amount required for the purpose for which such bonds are issued, the surplus shall be paid into the fund hereinafter provided for the payment of principal and interest of such bonds.

Section 11. Same; interim receipts and certificates or temporary bonds.-- Prior to the preparation of definite bonds, the Authority may, under like restrictions, issue interim receipts, interim certificates or temporary bonds, with or without coupons exchangeable for definite bonds upon the issuance of the latter.

Section 12. Same; replacement of lost or mutilated bonds. -- The Authority may also provide for the replacement of any bond which shall become mutilated or be destroyed or lost.

Section 13. Conditions precedent to issuance; object of issuance. -- Such revenue bonds may be issued without any other proceedings or the happening of any other conditions or things than those proceedings, conditions and things which are specified or required by this Act. In the discretion of the Authority revenue bonds of a single issue may be issued for the purpose of paying the cost of any one or more, including a combination of, projects in any one city or in any one county or any number of counties. Any resolution, providing for the issuance of revenue bonds under the provisions of this Act shall become effective immediately upon its passage and need not be published or posted, and any such resolution may be passed at any regular or special or adjourned meeting of the Authority by a majority of its members.

Section 14. Credit of State not pledged. -- Revenue bonds issued under the provisions of this Act shall not be deemed to constitute a debt of the State of Georgia or a pledge of the faith and credit of the State, but such bonds shall be payable

solely from the fund hereinafter provided for and the issuance of such revenue bonds shall not directly, indirectly or contingently obligate the State to levy or to pledge any form of taxation whatever therefor or to make any appropriation for the payment, and all such bonds shall contain recitals on their face covering substantially the foregoing provisions of this section; provided, however, such funds as may be received from State appropriations or from any other source are hereby declared to be available and may be used on behalf of the County Boards of Education, City Boards of Education or governing bodies of independent districts or systems for the performance of any lease contract entered into by said Boards or governing authority, unless the use of such funds shall be otherwise stipulated by law.

In the event any County Board of Education, City Board of Education or governing body of an independent school district or system shall enter into a lease contract with the Authority as herein provided, then any sums accruing to and for the benefit of such political subdivision by virtue of any amounts appropriated and allocated for that purpose pursuant to Section 11 of the Minimum Foundation Act (Georgia Laws 1949, p. 1406, et seq.) or as hereafter amended, shall, by the Board of Education, be paid all or so much thereof as is necessary direct to the Authority until such time as the obligation in respect to said lease or lease contracts shall have been paid in full; it being intended hereby that such sums, if any, as may be appropriated by the legislature and accrue and be allocated by the State Board of Education for the benefit of any particular political subdivision for "capital outlay" as provided by said Section 11 of said Minimum Foundation Act as now in force and effect or as hereafter amended, shall be subject to be first applied to the extent necessary to the faithful performance of any lease contract of that particular subdivision with the Authority.

In the event such sums so appropriated by the legislature to the State Board of Education to be used in accordance with Section 11 of the said Minimum Foundation Act as now in force and effect

or as hereafter amended, and allocated by said Board to and for the benefit of a respective political subdivision which has entered into a lease contract with the Authority is not sufficient to discharge the obligations and undertakings therein agreed to be performed and should the political subdivision fail to pay any sum necessary to make up the difference between the amount to be paid under the lease contract and that actually paid by the State Board of Education direct to the Authority as in the preceding paragraph provided, then it shall be the duty of the Authority to notify immediately, in writing, the State Board of Education, the State Department of Education, and the State Treasurer of the amount due said Authority, and thereupon the State Treasurer, the State Board of Education, and the State Department of Education are hereby authorized and directed to withhold from any other funds appropriated, allotted, or due to be paid to such county, city, independent school district or system an amount sufficient to pay the obligation due the Authority by the defaulting county, city, independent school district or system for rental of buildings or facilities, and said State Board of Education, State Department of Education and the State Treasurer are authorized and directed to pay such funds to the Authority to be applied in payment on such unpaid rentals, said payment being charged against the respective funds due such county, city, independent school district or system.

Section 15. Same; trust indenture as security. -- In the discretion of the Authority, any issue of such revenue bonds may be secured by a trust indenture by and between the Authority and a corporate trustee, which may be any trust company or bank having the powers of a trust company within or outside of the State. Such trust indenture may pledge or assign rents, revenues and earnings to be received by the Authority. Either the resolution providing for the issuance of revenue bonds or such trust indenture may contain such provisions for protecting and enforcing the rights and remedies of the bondholders as may be

reasonable and proper and not in violation of law, including covenants setting forth the duties of the Authority in relation to the acquisition of property, the construction of the project, the maintenance, operation, repair and issuance of the project, and the custody, safeguarding and application of all monies, and may also provide that any project shall be constructed and paid for under the supervision and approval of consulting engineers or architects employed or designated by the Authority and satisfactory to the original purchasers of the bonds issued therefor, and may also require that the security given by contractors and by any depository of the proceeds of the bonds or revenues or other monies be satisfactory to such purchasers, and may also contain provisions concerning the conditions, if any, upon which additional revenue bonds may be issued. It shall be lawful for any bank or trust company incorporated under the laws of this State to act as such depository and to furnish such indemnifying bonds or pledge such securities as may be required by the Authority. Such indenture may set forth the rights and remedies of the bondholders and of the trustees, and may restrict the individual right of action of bondholders as is customary in trust indentures securing bonds and debentures of corporations. In addition to the foregoing, such trust indenture may contain such other provisions as the Authority may deem reasonable and proper for the security of the bondholders. All expenses incurred in carrying out such trust indenture may be treated as a part of the cost of maintenance, operation and repair of the project affected by such indenture.

Section 16. Same; to whom proceeds of bonds shall be paid. -- The Authority shall, in the resolution providing for the issuance of revenue bonds or in the trust indenture, provide for the payment of the proceeds of the sale of the bonds to any officer or person who or any agency, bank or trust company which shall act as trustee of such funds and shall hold and apply the same to the purposes hereof, subject to such regulations as this Act and such resolution or trust indenture may provide.

Section 17. Same; sinking fund. -- The revenues, rents and earnings derived from any particular project or combined projects and all sums allocated are paid by the State Board of Education or State Department of Education to the Authority for the benefit of any political subdivision or its governing body for the performance of any lease contract or any and all funds from any sources received by the various County Boards of Education, City Boards of Education or governing bodies of independent school districts or systems that have entered into lease contracts with the Authority and paid to it in the performance of such contract or contracts or any and all revenues, rents and earnings received by the Authority regardless of whether or not such rents, earnings, and revenues were produced by a particular project for which bonds have been issued unless otherwise pledged and allocated, may be pledged and allocated by the Authority to the payment of the principal and interest on revenue bonds of the Authority as the resolution authorizing the issuance of the bonds or in the trust instrument may provide, and such funds so pledged from whatever source received, which said pledge may include funds received from one or more or all sources, shall be set aside at regular intervals as may be provided in the resolution or trust indenture, into a sinking fund which said sinking fund shall by the Authority be pledged to and charged with the payment of (1) the interest upon such revenue bonds as such interest shall fall due, (2) the principal of the bonds as the same shall fall due, (3) the necessary charges of paying agents for paying principal and interest, and (4) any premium upon bonds retired by call or purchase as hereinabove provided. The use and disposition of such sinking fund shall be subject to such covenants and regulations as may be provided in the resolution authorizing the issuance of the revenue bonds or in the trust indenture, but, except as may otherwise be provided in such resolution or trust indenture, such sinking fund shall be a fund for the benefit of all revenue bonds without distinction

or priority of one over another. Subject to the provisions of the resolution authorizing the issuance of the bonds or in the trust indenture surplus monies in the sinking fund may be applied to the purchase or redemption of bonds and any such bonds so purchased or redeemed shall forthwith be cancelled and shall not again be issued.

Section 18. Same; remedies of bondholders. -- Any holder of revenue bonds issued under the provisions of this Act or any of the coupons appertaining thereto, and the trustee under the trust indenture, if any, except to the extent the rights herein given may be restricted by resolution passed before the issuance of the bonds or by the trust indenture, may, either at law or in equity, by suit, action, mandamus, or other proceedings, protest and enforce any and all rights under the laws of the State of Georgia or granted hereunder or under such resolution or trust indenture, and may enforce and compel performance of all duties required by this Act or by such resolution or trust indenture, to be performed by the Authority, or any officer thereof, including the fixing, charging, and collecting of revenues, rents, and other charges for the use of the project or projects. But no holder of any such bond shall have the right to compel any exercise of the taxing power of the State to pay any such bond or the interest thereon, or to enforce the payment thereof against any property of the State, nor shall any such bond constitute a charge, lien or incumbrance, legal or equitable, upon any property of the State, or upon any property of the Authority.

Section 19. Same; refunding bonds. - Authority is hereby authorized to provide by resolution for the issue of revenue refunding bonds of the Authority for the purpose of refunding any revenue bonds issued under the provisions of this Act and then outstanding, together with accrued interest thereon. The issuance of such revenue refunding bonds, the maturities and all other details thereof, the rights of the

holders thereof, and the duties of the Authority in respect to the same, shall be governed by the foregoing provisions of this Act, insofar as the same may be applicable.

Section 20. Same; bonds as legal investment; security for deposit. -- The bonds herein authorized are hereby made securities in with all public officers and bodies of this State and all municipalities and all municipal subdivisions, all insurance companies and associations and other persons carrying on an insurance business, all banks, bankers, trust companies, savings banks and savings associations, including savings and loan associations, building and loan associations, investment companies and other persons carrying on a banking business, all administrators, guardians, executors, trustees and other fiduciaries and all other persons whatsoever who are now or may hereafter be authorized to invest in bonds or other obligations of the State may properly and legally invest funds including capital in their control or belonging to them. The bonds are also hereby made securities which may be deposited with and shall be received by all public officers and bodies of this State and all municipalities and municipal subdivisions for any purpose for which the deposit of the bonds or other obligations of this State is now or may hereafter be authorized.

Section 21. Same; exemption from taxation; covenant of State. -- It is hereby found, determined and declared that the creation of the Authority and the carrying out of its corporate purpose is in all respects for the benefit of the people of this State and is a public purpose and that the Authority will be performing an essential governmental function in the exercise of the power conferred upon it by this Act and this State covenants with the holders of the bonds that the Authority shall be required to pay no taxes or assessments upon any of the property acquired or leased by it or under its jurisdiction, control, possession or supervision or upon its activities in the

operation or maintenance of the buildings erected or acquired by it or any fees, rentals or other charges for the use of such buildings or other income received by the Authority and that the bonds of the Authority, their transfer, and the income therefrom shall at all times be exempt from taxation within the State.

Section 22. Same; venue and jurisdiction. -- Any action to protect or enforce any rights under the provisions of this Act shall be brought in the Superior Court of Fulton County, Georgia, and any action pertaining to validation of any bonds issued under the provisions of this Act shall likewise be brought in said court which shall have exclusive, original jurisdiction of such actions.

Section 23. Same; validation. -- Bonds of the Authority shall be confirmed and validated in accordance with the procedure of the Revenue Certificate Law of 1937, as amended. The petition for validation shall make party defendant the said Authority, and shall also make party defendant to such action the State Board of Education and any political subdivision which has contracted with said Authority for the use of any building, structure or facility for which bonds have been issued and sought to be validated, and such parties shall be required to show cause, if any, why such contract or contracts and the terms and conditions thereof should not be inquired into by the Court and the validity of the terms thereof determined and the matters and conditions imposed on the State Board of Education to be performed, and all such undertakings adjudicated as security for the payment of any such bonds of the Authority. In the event no bill of exception shall be filed within twenty (20) days from the date of the judgment of validation, or if filed and the judgment shall be affirmed by the proper appellate court of this State, the judgment of the Superior Court so confirming and validating the issuance of the bonds shall be forever conclusive upon the validity of the bonds against the Authority issuing the same and against all parties to such proceedings.

Section 24. Same; interests of bondholders protected. -- While any of the bonds issued by the Authority remain outstanding, the powers, duties or existence of said Authority or of its officers, employees or agents or of the various County Boards of Education, City Boards of Education or governing bodies of independent or quasi-independent districts or systems shall not be diminished or impaired in any manner that will affect adversely the interests and rights of the holders of such bonds, nor will the State itself so compete with the Authority. The provisions of this Act shall be for the benefit of the State, the Authority and the holders of any such bonds, and upon the issuance of bonds under the provisions hereof, shall constitute a contract with the holders of such bonds.

Section 25. Acceptance of funds and contributions from any source. -- The Authority, in addition to the monies which may be received from the sale of revenue bonds and from the collection of revenues, rents, and earnings derived under the provision of this Act, shall have authority to accept from any Federal agency grants for or in aid of the construction of any project or for the payment of bonds, and to receive and accept contributions from any source of either money or property or other things of value to be held, used and applied only for the purpose for which such grants or contributions may be made.

Section 26. Monies received considered trust funds. -- All monies received pursuant to the authority of this Act, whether as proceeds from the sale of revenue bonds, as grants or other contributions, or as revenues, rents, and earnings, shall be deemed to be trust funds to be held and applied solely as provided in this Act.

Section 27. Revenues, rents, and earnings; use. -- The Authority is hereby authorized to fix rentals and other charges which the various County Boards of Education, City Boards of Education or governing bodies, of independent districts or

systems shall pay to the Authority for the use of each project or part thereof or combination of projects and to charge and collect the same and to lease and make contracts with the various counties with respect to the use by any institution or unit under its control of any project or part thereof. Such rentals and other charges shall be so fixed and adjusted in respect to the aggregate thereof from the project or projects for which a single issue of revenue bonds is issued, as to provide a fund sufficient with other revenues of such project or projects, if any, to pay (a) the cost of maintaining, repairing and operating the project or projects, including reserves for extraordinary repairs and insurance, and other reserves required by the resolution or trust indentures, unless such cost shall be otherwise provided for, which cost shall be deemed to include the expenses incurred by the Authority on account of the project or projects for water, light, sewer and other services furnished by other facilities as such institution, and (b) the principal of the revenue bonds and the interest thereon as the same shall become due.

Section 28. In addition to the authority herein granted or otherwise provided by law, the expressed authority and power is given to the State Board of Education, County Boards of Education, City Boards of Education, or governing bodies of independent or quasi-independent districts or systems, to bargain, sell, transfer, convey, rent and lease to the State School Building Authority any property needed or required by said Authority to carry out the purposes of this Act, together with all buildings and improvements thereon.

Section 29. Rules and regulations for operation of projects. -- It shall be the duty of the Authority to prescribe rules and regulations for the operation of each project or combination of projects constructed under the provisions of this Act, including rules and regulations to insure maximum use or occupancy of each such project.

Section 30. Powers declared supplemental and additional. -- The foregoing sections of this Act shall be deemed to provide an additional and alternative method for the doing of the things authorized thereby and shall be regarded as supplemental and additional to powers conferred by other laws, and shall not be regarded as in derogation of any powers now existing.

Section 31. Liberal construction of Act. -- This Act being for the welfare of the State and its inhabitants, shall be liberally construed to affect the purposes hereof.

Section 32. Effect of partial invalidity of Act. -- The provisions of this Act are severable, and if any of its provisions shall be held unconstitutional by any court of competent jurisdiction, the decision of such court shall not affect or impair any of the remaining provisions.

Section 33. Repeal. -- This Act does not in any way take from the various counties or other governmental units or agencies of the State, the authority to issue revenue bonds for a particular purpose. All laws and parts of laws in conflict with this Act are hereby repealed.

SRC - School Equalization

March 1, 1949

Mr. A. D. Albright
Coordinator of Education
State Department of Education
Nashville, Tennessee

Dear Mr. Albright:

For a recent edition of our monthly publication, New South, we prepared an article estimating the cost of equalizing white and Negro school plants in the Southern states. We hope that the article will help point up the need for greater state and federal participation in the job of equalizing school facilities.

Enclosed is the issue of New South containing the above article (page 6). As you will see, we were unable to obtain the figures for Tennessee. Since publication, however, we have been advised by your pastor in Donelson, Mr. C. B. Smith, that you might be able to provide us with the information. We would like very much to fill in the gap for Tennessee. Mrs. Smith, incidentally, is Secretary-Treasurer of the Tennessee Division of the Southern Regional Council.

We should greatly appreciate your giving us the following information:

School enrollment — total, white, and Negro
Value of School Property — total, white, and Negro
Value per pupil enrolled — total, white, and Negro.

We would like figures for the year 1945-46, since this is the latest year for which we were able to obtain comparable figures for most of the Southern states.

Thank you very much for your help and cooperation.

Sincerely yours,

Harold C. Fleming
Director of Information

Enclosures:
SRC Rec. Jan NS
HCF:jps

SRC - School Equaliz.

Memo . . . FROM THE DESK OF
GEORGE S. MITCHELL

3/1/49

Margaret Boyd:

GSM asks that, prior to the March 16 meeting of the Executive Committee, ydu make a "scanning" of this folder, and a "most compacted notelet" on"what have been by us hearable repercussions of that mailing of New South" for the Executive Committee.

met

Handed in for Exec. Ctte Meeting
16 Mar 49

MB

SRC-School Equalization

March 1, 1949

Mr. John Ellison
Virginia Union University
Richmond 20, Virginia

Dear Mr. Ellison:

It seems to me that an important part of the program of the Council's friends and members over the South should be the building of closer relationship between Negro and white teachers and between Negro and white PTA's.

When teacher salaries were so widely unequal for the two groups there was obviously a certain economic pressure at work which doubtless held back cooperation between the Negro and white teachers. The approach in many areas to equal salaries should conversely make it easier for mutual cooperation to grow.

As to PTA's, I suppose that the prospect of much more nearly equal school facilities will bring into play a similar pressure among parents.

The situation will, of course, vary greatly by states and by communities.

Much can be done in some places and little in others. The Council and its committees and friends doubtless already often serve usefully to link in a friendly way white and Negro teachers and officials of white and Negro parent-teacher organizations. In many places teacher's associations and/or PTA's already have interlocking officers or committees. What is suggested is that we put time and effort in both those directions in the coming year or so. Any southern community will be the better off for acquaintance and a working relationship between its two sets of teachers and the two groups of parents.

Sincerely,

George S. Mitchell
Executive Director

GSM:blj
(This letter sent to all state division heads and/or chairmen of affiliated members)

SRC - School Equalization

March 4, 1949

Miss Julia E. Baxter
Division of Research and Information
National Association for the Advancement
of Colored People
20 West 40th Street
New York 18, N. Y.

Dear Miss Baxter:

We are happy to send you a copy of the December-January NEW SOUTH dealing with equalization of school facilities. Also enclosed is a copy of the February issue, the lead article of which is a lay appraisal of court decisions affecting Negro suffrage.

We regularly send copies of our publications to various officers of your organization. I have added the Division of Research and Information to our mailing list.

Sincerely yours,

Harold C. Fleming
Director of Information

encls

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20 WEST 40TH STREET, NEW YORK 18, N. Y.

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25

March 1, 1949

Southern Regional Council
Chattanooga, Tennessee

Gentlemen:

We will appreciate very much your supplying the Research and Information division of our National Office with a copy of your survey concerning differentials in Negro-white schools in south announced in the New York Times on January 26, 1949. Please direct the data to my attention.

Thank you for any consideration you can give our request.

RECEIVED
MAR 4
Southern Regional Council

Sincerely yours,

Julia E. Baxter

Julia E. Baxter
Division of Research and Information

JEB:mw
uopwa/19-cio

Dr. Mitchell
Can you supply, please
Myrdal

SRC - School Equaliz.

March 7, 1949

Mr. Frank W. Hubbard, Director
Research Division
National Education Association
1201 Sixteenth Street, N. W.
Washington 6, D. C.

Dear Mr. Hubbard:

It is a pleasure to send you a copy of the December-January issue of NEW SOUTH, which deals with equalization of school facilities in the South.

As you will see, press reports were not correct in representing our figures as the result of a "study". We simply used Department of Education data to show the differential in amounts invested in white and Negro school plants.

I hope you will find this issue of our bulletin of interest.

Sincerely yours,

Harold C. Fleming
Director of Information

encl

NATIONAL EDUCATION ASSOCIATION OF THE UNITED STATES
1201 SIXTEENTH STREET NORTHWEST, WASHINGTON 6, D. C.

March 3, 1949

Southern Regional Council
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Gentlemen:

We have seen a reference to a study made by your group on the cost of equalizing Negro education in the South. Will you please let us know how we might obtain a copy of this report? Thank you.

Cordially yours,

Frank W. Hubbard

Frank W. Hubbard
Director, Research Division

FWH:Bid

RECEIVED
MAR 5 1949
Southern Regional Council

SRC - School Equalization

STATE OF TENNESSEE
DEPARTMENT OF EDUCATION
OFFICE OF COMMISSIONER
NASHVILLE

March 10, 1949

Mr. Harold C. Fleming
Director of Information
Southern Regional Council, Inc.
432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Fleming:

Thank you for your recent letter of inquiry to which I regret full information cannot be given because of the unavailability of certain basic data.

The total school enrollment in Tennessee for the scholastic year 1945-46 was 608,715, of whom 102,068 were Negro, and 506,647 were white.

We do not have in the Department a record of the value of school property, nor the value of school property per pupil enrolled.

Should there be additional information which you may need, kindly call on us.

Very truly yours,

A. D. Albright
Educational Coordinator

ADA:dj

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MAR 14 1949
Southern Regional Council

SPC - School Equaliz.

March 15, 1949

Mr. C. L. Harper
250 Auburn Avenue
Atlanta, Georgia

Dear Mr. Harper:

We are very appreciative indeed of your kind intermediacy in the arrangements with the Georgia Teachers Association for the 7,500 copies of the "Virginia County" issue of New South.

It helps the Council greatly for this number to go out, and we hope that the leaflets themselves will move things further in Georgia.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

Misc. Orgs
~~Investigator~~

March 18, 1949

American Association of School Administrators
1201 16th Street NW
Washington, 6, D.C.

Dear Sirs:

We are interested in obtaining information about school plants and facilities in the South by race and by state. It has come to our attention that you have a new book, "American School Buildings".

Would you please write us whether or not this book contains the information? Thank you for your attention to our inquiry.

Sincerely,

(Mrs.) Jane Simpson
Director of Research

nh

SRC School Equalization

March 24, 1949

Mrs. Nathan Starr
945 Lakeview Drive
Winter Park, Florida

Dear Mrs. Starr:

I am happy to send you three additional copies of the December-January New South, relating the experience of King George County. This has proved a most useful issue, and I am glad to have your help in getting copies to appropriate people.

I have asked Mrs. McKoy to see that you and Mr. Starr get two copies of New South from now on.

The Right Reverend Charles B. Colmore of the Winter Park Interracial Committee wrote us several weeks ago for help in securing the employment of Negro policemen. I sent him the latest information we have on the subject and suggested that, if the committee needed on-the-spot advice, he contact Mrs. Havens. I assume that he is in close touch with you on this matter. If there is anything further I can do, please let me know.

With every good wish,

Sincerely yours,

Harold C. Fleming
Director of Information

hcf/t

945 Lakeview Drive
Winter Park
Florida

Dear Mr. Fleming

I seem to have lost track of the New South with the account of the school situation in King George County in Virginia. I would like to have another - I could use two or three. I think if you should send me two copies of New South each issue I could pass one on each time. Mr. Starr + I sent in a disc. membership, so perhaps we could have 2 copies regularly

Mrs. Nathan Starr.

SRC - School Equal

March 25, 1949

United States Office of Education
Federal Security Agency
Washington 25, D.C.

Dear Sirs:

We are interested in obtaining information about school plants and facilities in the South by race and by state. The National Education Association Research Division has suggested we direct our inquiry to your office.

We shall be greatful for any references or information you can give us.

Sincerely,

(Mrs.) Jane P. Simpson
Director of Research

JPS:ndh

March 25, 1949

George Peabody College for Teachers
Nashville 4, Tennessee

Dear Sir:

We are interested in obtaining information about school plants and facilities in the South by race and by state. The National Education Association Research Division has suggested we direct our inquiry to your office.

We shall be greatful for any references or information you can give us.

Sincerely,

(Mrs.) Jane P. Simpson
Director of Research

JPS:ndh

NATIONAL EDUCATION ASSOCIATION OF THE UNITED STATES
1201 SIXTEENTH STREET NORTHWEST, WASHINGTON 6, D. C.

March 22, 1949

Mrs. Jane Simpson
Director of Research
Southern Regional Council, Inc.
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

RECEIVED
11 1949
Southern Regional Council

Dear Mrs. Simpson:

Your letter of March 18, addressed to the American Association of School Administrators, has been referred to the NEA Research Division.

As you will note by the enclosed descriptive leaflet, the 1949 Yearbook of the AASA, American School Buildings, does not include information with respect to existing school conditions in various parts of the country.

If you have not already done so, I would suggest that that you contact the Division of Surveys and Field Services, George Peabody College for Teachers, Nashville 4, Tennessee. You may find it worthwhile also to write to the United States Office of Education, Federal Security Agency, Washington 25, D. C.

Cordially yours,

Frank W. Hubbard
Director, Research Division

vhs
Enclosure

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MAR 24 1949
Southern Regional Council

FEDERAL SECURITY AGENCY
OFFICE OF EDUCATION
WASHINGTON 25, D. C.

SRC - School Equal

April 6, 1949

Mrs. Jane Simpson
Director of Research
Southern Regional Council, Inc.
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

RECEIVED
APR 11 1949
Southern Regional Council

Dear Mrs. Simpson:

We have your letter of March 25 and regret that we do not have specific data relative to school plants by State and by race. I suggest that you try to obtain this information from the various State departments of education.

It is hoped that as a result of the records and reports study now in progress that eventually we will be able to have the type of information you request.

Sincerely yours,

Ray L. Hamon

Ray L. Hamon, Chief
School Housing Section

SRC - School Equalization

National Citizens Commission for the Public Schools

2 WEST 45TH STREET • NEW YORK 19, N. Y.
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JUN 16 1949
Southern Regional Council

June 2, 1949

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Many thanks for your letter of May 23rd enclosing some of the Southern Regional Council's publications touching on school problems. We are very much interested in seeing reports of this kind, particularly the article reporting the full story of the King George County case and your 1947 report on general problems of education in the South.

I certainly hope you will put us on your mailing list for other reports of the Southern Regional Council which you think may be of interest to our Commission.

Sincerely,

Roy E. Larsen

Roy E. Larsen
Chairman

List of Members of the National Citizens Commission for the Public Schools

Mrs. Barry Bingham	Vice President, Louisville Courier-Journal and Times	Louisville, Ky.
Stuart Bradley	Member of Executive Board, Louisiana Education Foundation, 611 Gravier Street	New Orleans, La.
James F. Brownlee, *Vice Chm.*	Chairman of Business-Education Committee, Committee for Economic Develop't	Fairfield, Conn.
John Cowles	President, The Minneapolis Star and Tribune	Minneapolis, Minn.
Edward R. Eastman	President and Editor, American Agriculturist, Savings Bank Building	Ithaca, N. Y.
George Gallup	Director, American Institute of Public Opinion, 110 East 42nd Street	New York 17, N. Y.
Mrs. Bruce Gould	Editor, Ladies' Home Journal, Curtis Publishing Co., Independence Square	Philadelphia, Pa.
Lester B. Granger	Executive Director, National Urban League, 1133 Broadway	New York 10, N. Y.
Ralph A. Hayward	President, Kalamazoo Vegetable Parchment Co.	Parchment, Mich.
Robert Heller	President, Robert Heller & Associates, Inc., Union Commerce Building	Cleveland, Ohio
Palmer Hoyt	Editor and Publisher, The Denver Post	Denver, Colorado
Roy E. Larsen, *Chairman*	President, Time Inc., Time and Life Building, Rockefeller Center	New York 20, N. Y.
Mrs. Samuel A. Lewisohn	Chairman, Board of Trustees, Public Education Association, 20 West 40th Street	New York 18, N. Y.
Walter Lippmann	3525 Woodley Road, N. W.	Washington 16, D. C.
Robert Littell	Senior Editor, The Reader's Digest	Pleasantville, N. Y.
Stanley Marcus	Executive Vice President, Neiman-Marcus Company	Dallas, Texas
James G. K. McClure	President, Farmers' Federation, Inc.	Asheville, N. C.
George Houk Mead	Chairman of Board, The Mead Corporation, 131 North Ludlow Street	Dayton, Ohio
Mrs. Eugene Meyer	The Washington Post	Washington, D. C.
Leo Perlis, *Secretary*	National Director, National CIO Community Services Committee, 1776 Broadway	New York 19, N. Y.
Raymond Rubicam	P. O. Box 416	Scottsdale, Ariz.
Beardsley Ruml	Chairman of Board, R. H. Macy & Co., Inc.	New York 1, N. Y.
Harry Scherman	President, Book-of-the-Month Club, 385 Madison Avenue	New York 17, N. Y.
Louis B. Seltzer	Editor, The Cleveland Press	Cleveland, Ohio
Richard Joyce Smith	Partner, Whitman, Ransom, Coulson & Goetz	New York, N. Y.
John A. Stevenson, *Treasurer*	President, The Penn Mutual Life Insurance Co., Independence Square	Philadelphia, Pa.
Charles Allen Thomas	Executive Vice President, Monsanto Chemical Company	St. Louis 4, Mo.
Judge Charles E. Wyzanski, Jr.	U. S. District Judge for Massachusetts, U. S. Court	Boston, Mass.

GSN — ① FYI ② File

SRC - School Segr

January 24, 1950

Mr. Henry S. Huntington
324 South Smedley Street
Philadelphia 3, Pa.

Dear Mr. Huntington:

Dr. Mitchell has asked me to answer your letter of January 18 enclosing your manuscript on the Irwin County school suit.

Your article is both accurate and comprehensive, and we have very little to suggest. Here are two points, however, which may be worth making:

1. There has been a recent adverse development in the Atlanta teachers' salaries suit. It is summarized in the enclosed copy of a clipping from the Atlanta Journal.

2. The conclusions of the Andover, Mass., students, which you quote, would be seriously challenged by many informed people in the South. It is extremely unlikely that Negro Southerners as a group want to see segregation -- that is, involuntary, legally enforced segregation -- continued. It is true that in such areas as elementary schooling they recognize that the end of segregation is some time away and are directing their efforts toward equalization. But that is a matter of expedience rather than preference.

Sincerely yours,

Harold C. Fleming
Director of Information

enc.

324 SOUTH SMEDLEY STREET
PHILADELPHIA 3, PA.

Jan. 18, 1950

Dear Mr. Mitchell,

Last September you were good enough to write me a most informative letter in regard to the suit brought in Irwin County to compel the county to provide equal school facilities for the colored children, with the white.

I enclose herewith copy of the article which I have submitted to The Nation in regard to the case. I have no idea whether they will use it. Nonetheless, I should be most grateful if you could read over what I have written, jotting down on the margin of the pages any corrections, suggestions or reactions that you may have to make. (Awkward sentence - I should have thought it out before I began to write it)

The sooner you find it possible to run over the mss. and return it, the more grateful I shall be.

Very sincerely yours,

Henry S. Huntington

Henry S. Huntington

SRC
School Equalization

February 16, 1950

Rev. H. Brent Schaeffer
1525 Robinson Street
Jackson, Mississippi

Dear Mr. Schaeffer:

I would like to use in an early New South, probably the March one, a straight account of what is happening in Virginia and Mississippi with regard to providing equal schools for Negroes.

Virginia has put up forty-five million, most of which will go, I think, to Negro schools.

Our Atlanta papers are excited about what they hear about Mississippi's intentions.

Could you either:

(a) Collect the clippings, keep your ears open for the news, and in a couple of weeks time tell us just how it all stands in Mississippi.
(b) Select somebody who will do that for us and do it well.

We much prefer to have you and hope you can find time to do it. You will help us, the state, the division, and the whole South. It doesn't have to be a lot - about five double spaced pages.

Sincerely,

George S. Mitchell
Executive Director

GSM:wgd

SRC - School Equating

COPY OF LETTER BEING SENT TO STATE SUPERINTENDENTS OF SCHOOLS

Dear Mr. _____:

This latest issue of New South reviews the Virginia experience and begins an estimate of the cost of providing equal school plants. The precedent is, of course, of critical importance.

Each County Superintendent of Schools in your state will receive a copy of this issue.

If you would wish extra copies, we will be glad to supply them, at five cents apiece.

Sincerely yours,

George S. Mitchell
Executive Director

Property of
Cleveland Public Library

Kentucky Women S.R.C.
SRC - School Equality

Copy:

Dear Superintendent:

You will read the enclosed issue of "New South" with interest, because it relates how the Southern State of Virginia is facing facts about its educational program.

As Kentuckians, we are effected by similar factors. Shall we honestly face our problems? Shall we care enough? What are we going to do about it?

You will want to help where you are, to find the answers to these questions.

Sincerely,

VOL. 59 NO. 114

Jax Survey F
14 New Scho

Report Awaits Action Today By School Board

New Buildings Part Of $12,000,000 Program Urged

Immediate construction of 14 new schools as part of a $12,759,500 building and improvement program to relieve Duval county's jam-packed schools has been recommended by Jacksonville engineers in a survey made public today.

Action on the sweeping school report is expected to be taken this afternoon when the school board meets in special session in the school administration building.

Board Ordered Survey

The survey, compiled under school board authority by the firm of Reynolds, Smith and Hills, engineers and architects and presented to the board at a meeting early last week, calls for construction of five white schools at a cost of $3,745,000 and nine colored schools at a cost of $3,095,000 during 1946-47. This construction should be followed, the report stressed, by alterations, additions and replacement during 1948-49, at an estimated cost of $3,046,-300 for white schools and $2,873,000 for negro schools.

Chairman Ted DeWitt said today that the report had not been made available to the general public until today pending study of the suggested program by board members. He did not indicate what action would be taken at this afternoon's meeting.

Recommendations Made

Finding that the school building program has lagged behind Duval county's growth for the past 20 to 30 years, the report's specific recommendations include:

A new elementary school in both Lake Shore and North Shore and enlargement of the two present elementary-junior high plants to accommodate 1,200 junior high students each; erection of a new elementary-junior high school in East Springfield and a new 1,050 pupil junior-high school in South Jacksonville; construction of the first 250 pupil unit of an additional 1,050 pupil junior-high school to be completed later.

Present crowded conditions at Kirby-Smith and John Gorrie Junior High schools make additional accommodation for junior-high students imperative, the survey states.

Negro Schools Recommended

Pointing out that seven of the county's 22 negro schools are now operating with double sessions and that schools built for 200-300 students have memberships of 1,700, the survey also recommends the following construction of negro schools:

A new junior high and elementary school for the Oakland-Camp-

(Turn to Page Two, Please)

14 New Schools Recommended

(Continued from Page One)

bells section east of Main street; a new modern high school (Stanton being at present inadequate for anything like standard training); conversion of the present high school building to an elementary school to accommodate 600 students attending LaVilla school which has an enrollment of 1,400; razing of Cookman school and LaVilla school and construction of three new schools to care for students enrolled there; construction of a new elementary and junior high school in the West Lewisville section; conversion of the A. L. Lewis and Davis Street schools, rated low for junior high requirements, to elementary schools and construction of two new junior high schools in this area.

Course Extension Urged

The survey also recommends extension of several negro schools through the Ninth grade with courses to be offered in domestic science and industrial arts. It also urges immediate utilization of the Jacksonville School of Technology and provision of a similar smaller plant for negroes.

The report finds badly crowded conditions in many of the city's white schools with classes being held in auditoriums, gymnasiums, and halls.

Stressing need for correction of existing inadequacies as soon as possible, the report finds: Inadequate and insufficient classrooms, lack of administrative and teacher rest rooms, inadequate and improper lighting, obsolete and inadequate toilet and fountain facilities, insufficient and inadequate gymnasium and playground facilities, only 12 of the county's 48 white schools meeting playground space requirements setup by the Florida State law.

Streets Are Play Areas

The survey further points out that only eight of the 48 schools have physical education facilities and that many of the larger schools have less than 100 square feet of playground, being forced to rope off streets as play areas.

Having played a major role in the turbulent controversy over a proposed millage election in November, the study is expected to be vital in a move for a bond issue to finance a building program next spring.

DAUER TO SPEAK

GAINESVILLE, Fla., Jan. 25—(AP). Dr. Manning Dauer, Professor of history and political science who has just returned from three years service with the armed forces, will speak to the University of Florida's 49 mid-year graduates tomorrow morning on "Japan and the United States."

During a total eclipse of the sun, the sun is virtually blacked out because the moon, which comes between the earth and the sun, has no atmosphere to bend the sun's rays.

BEA

MARTIN TIRE

What We Think

SCHOOL NEEDS SUMMED UP—At considerable financial expense, Duval county has obtained from a firm of architect-engineers a comprehensive survey of the physical plant of its school system. The report of the survey, made public yesterday, asserts that there is a need for immediate construction of fourteen new schools, at a cost of something over six and a half million dollars, to be followed by a program of additions and replacements costing nearly that much again.

We may be sure that, if anything, the engineers have understated the case. The dire need for more school buildings, and for material improvements in many of the present ones, has been clear for several years. But this survey has provided a scientific program to be followed in construction, based upon present and anticipated needs.

A millage increase was by-passed last summer in order that this survey might first be completed. Now the results are in. It is up to Duvalians to float as quickly as possible a bond issue which will make possible the meeting of the needs of our school-age citizens as they have been so clearly depicted.

October 17, 1942.

Hon. Cecil Hester,
Chairman Police Committee,
City of Atlanta,
Atlanta, Georgia.

Dear Mr. Hester:

As you will recall from numerous appearances before the Police Committee of City Council, I represent a number of independent taxicab drivers also known as operators for Cars for Hire. At the first of the year some of these operators were refused permits on the ground that they had not complied with the ordinance as amended in February which requires operators of cars for hire to "satisfy" the Mayor and City Council of their financial responsibility. We have attacked this ordinance as unconstitutional and an appeal is now pending in the Court of Appeals of Georgia. We expect the court to decide the case most any time and think that no public interest is served by piling up cases against these operators pending a final decision of the case now being appealed.

I want it understood definitely that I am not trying to keep operators from paying license fees or complying with the law and we are willing to put up the required license fee so that the City will not lose any revenue while waiting for the court to decide the case. So far the City has refused to accept the license fee, presumably on the theory that it could not collect the fee without issuing the permit. I do not agree with this as the City is entitled to collect its tax regardless of whether or not the operator is operating legally.

The Police Committee will doubtless consider the taxicab situation between now and the first of the year and I would like to suggest that the present ordinance be amended so as to eliminate the requirement that an operator "satisfy" the City Council of financial responsibility, and substitute one of the following plans:

1. New York has a system of protecting the public by suspending the license of any operator against whom a judgment is rendered unless he discharges the judgment within 30 days or obtains the written consent of the person in whose favor the judgment was rendered. This protects the public in several ways:

(a) It makes the drivers more careful as they will

lose their licenses if they have an accident.

(b)

It affords the person injured a method of collecting his judgment, that is, requires as a condition to retaining the license that the operator make regular payments on any damages caused by him.

Either object is more effective than the present ordinance of the City of Atlanta which so far has done nothing except cause a few taxicab drivers to take out insurance, the number being so small as not to amount to a drop in the bucket.

(2) The second plan is to set up a definite standard of financial responsibility for each car operated and allow a reasonable bond or insurance coverage in lieu of financial responsibility. If the ordinance is definite on the requirements and affects everybody alike it would meet the objection to the present ordinance now that it is discriminatory, and would also afford complete protection to the public, whereas the present ordinance affords the public little if any actual protection.

As stated before, I do not want to escape responsibility on behalf of my clients but simply want to work out a system which will protect the public and will also allow my clients to stay in business. The present ordinance does not accomplish either objective and I sincerely hope your committee will consider the matter and will grant relief by adopting an ordinance along the lines suggested above.

With kindest personal regards, I am.

Very truly yours,

Harold Sheats

Harold Sheats,
Attorney.

NO. 20 1/2 P
FOOTE & DAVIES CO.

3 copies

November 7, 1942.

Chief M. A. Hornsby,
Police Headquarters,
Atlanta, Georgia.

Dear Chief:

Mr. William Schley Howard has informed me that a permit was issued to Albert Wade, a negro to drive a taxicab or auto for hire, catering to white passengers only. The number of this permit is 871.

Mr. Howard also advised me that Mr. Masters, an investigator in your department, has instructed negroes holding such permits that they will not be permitted to transport white passengers; that is, that a negro driver or operator can transport only negroes.

If this has been done it is not authorized by the City ordinance regulating the carrying of white and colored passengers. This ordinance is set forth in Section 62-121 of the 1942 City Code. Under this ordinance, a negro driver or operator may carry either white or colored passengers but must confine his activities to one or to the other. The same is true of white drivers and operators.

There is nothing in the ordinance that would prevent a white driver or operator from confining himself to the transportation of colored passengers and nothing in the ordinance that would prevent a colored driver from confining his business to the transportation of white passengers.

If any instructions such as described to me by Mr. Howard have been given by any member of the Police Department, such instructions are not in conformity with the law, are unauthorized and illegal.

Yours very truly,

JCS:ED

J. C. Savage

CC-Mr. William Schley Howard
Mr. Frank A. Hooper, Jr.

CITY ATTORNEY

SOUTHERN RAILWAY SYSTEM

Operating Department

★

MANUAL OF INSTRUCTIONS FOR EMPLOYES IN DINING AND TAVERN CAR SERVICE

★

June, 1944

No 1464

SOUTHERN RAILWAY SYSTEM

Operating Department

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To All Dining Car Employes:

The rules contained herein are promulgated for the bene fit of dining car department employes so that they may fully understand their duties and responsibilities.

Each employe will be expected to familiarize himself with the rules. Obedience to rules is essential to personal security. To enter and remain in the service is an assurance of willingness to obey the rules. The service demands the faithful and intelligent discharge of duty. Cooperation is essential to success.

Courtesy and self-control are invaluable assets in any business, but in our particular department they are essential.

Exceptional courtesy is required of the man whose occupation brings him in contact with the traveling public, and our ideals of service are such that we wish our employes to stand out particularly in this respect. The manner in which a man responds to the widely varying personalities and situations met with in the performance of his duties is of vital importance not only to the reputation of this organization, but also to his own success as an individual.

Those who come in contact with the public in any capacity have unusual opportunities to display their abilities. They also have a great responsibility, since the behavior of one man may be accountable for the impression formed of a huge business organization.

It is a simple matter to meet courtesy with courtesy, but we must go further; we must repress our instinctive reaction in meeting the discourteous, impatient or unreasonable people, and redouble our efforts to please. A quiet and unruffled demeanor invariably conveys the impression of respect not only for others, but what is equally important, for ourselves. We must never overlook the fact that the nature of our work is public, and while this makes certain situations the more trying, it is the more to your advantage to conduct yourself with restraint. Cope with the irritable guest in a tactful manner.

Let restraint be your watchword. It is impossible to offend any one by good manners.

* * * * *

Employes are urged to make suggestions which they believe will improve the service.

W. F. KUSCH,
Manager Dining Cars.

June, 1944.

GENERAL RULES

1. Employes whose duties are prescribed by these rules must provide themselves with a copy.

2. Employes must be conversant with and obey the rules and special instructions. If in doubt as to their meaning, they must apply to proper authority for explanation. The Steward is held responsible for the actions of the entire crew and has direct supervision over the car. He will also have general charge of tavern car if one is attached to train. Waiters in charge of tavern cars will report to Steward. The authority of the Steward must be respected; and if any employe feels he is not receiving fair treatment from the Steward, he shall carry out instructions as given and report the circumstances of his complaint to the Superintendent for adjustment.

3. Employes must pass the required physical examination.

4. Employes must render every assistance in their power in carrying out the rules and special instructions and must report to Superintendent Dining Cars any violation thereof. Unusual incidents of any kind must be reported to the Superintendent Dining Cars in writing. In cases of this kind involving passengers procure complete information as to name, address, etc.

5. Accidents, failure of water supply, defects in cars, breakage of china or glassware en route, or any unusual situation must be reported promptly to the Superintendent by wire, followed with a detailed report in writing.

6. The use of narcotics or intoxicants at any time is detrimental to good service and is cause for discipline. Employes who indulge in these items while on duty, or

who report for duty under the influence of either, will be dismissed.

7. Employes permitted to smoke in dining car between meals only when there are no passengers present. Smoking in kitchen and pantry and the smoking of pipes and chewing of tobacco is strictly forbidden at all times.

8. Employes on duty must wear the prescribed uniform and be neat in appearance. Wrist watches, identification bracelets, large finger rings or other adornments must not be worn.

9. To avoid annoyance to the public, employes must be courteous, orderly and quiet. The use of profane and obscene language is prohibited.

10. In case of danger to the Company's property employes must unite to protect it.

11. When cars are cut out or bad-ordered en route Steward will immediately contact Superintendent by telephone or telegraph. Until instructions are received entire crew must remain with car.

12. In cases involving personal injury to either employes, passengers, or other persons a prescribed report must be immediately made to the Superintendent by wire and followed by usual written report. Employes are expected to obey Safety rules as prescribed in separate instructions.

13. All instructions given to Steward by bulletin or circular letter must be read and explained to crew. Steward will be held responsible for enforcement of rules and regulations applicable to his crew. Regular assigned

Steward will keep all bulletins and special instructions, including working schedules in an accessible place on car for ready reference at all times.

14. Carrying concealed weapons while on Company property is prohibited.

15. Employes must not gamble, play cards or any other games while in dining, tavern, or dormitory cars. This applies to crews either in service or deadheading.

16. Employes shall not lean from doors, wave from cars, entertain visitors in dining or tavern cars, or peer from windows during meal service either while standing in stations or while passing other trains.

17. Employes must not visit other parts of the train except as duty or nature may require. Employes must not parade or stand on station platforms. They must not leave cars at stations unless authorized by Steward.

18. Employes must not throw garbage, boxes, crates, ashes or anything else from train en route or from car during lay-over at terminal or in yards. All refuse, garbage, etc., will be kept in receptacles provided for that purpose and properly disposed of at terminals.

19. All employes will furnish Superintendent with any change in their addresses and telephone numbers. Stewards must provide Superintendent monthly with list of names, addresses, and telephone number of every member of crew. This list must also be furnished to Agent in territory in which the car operates.

20. An employe subjecting the Company to the service of a garnishee order, attachment or assignment on his pay

will be subject to dismissal, and will be held responsible for all expenses incurred by the Company in connection therewith.

21. It is the Steward's duty to see that the reporting time of crews on cars which are en route are observed and adhered to.

22. Traveling or deadheading by dining car employes from one point to another without proper transportation is prohibited. Employes traveling on personal business or deadheading not permitted to loiter in dining, tavern or dormitory cars, and meals must not be provided to them unless authorized by Superintendent or Agent. Stewards not permitted to let employes moving from one point to another work as extra men in car unless authorized by officer of department. Stewards not permitted to allow anyone to perform service or work in cars except those who are assigned to the particular trip and who are carried on time slip, except in emergency cases when full report concerning the circumstances must be made. Student employes will be carried only upon authority from an officer of the department.

23. Stewards will be required to report to Superintendent on progress or adaptability of Student employes. Old employes should do all they possibly can to assist and educate new employes. Efficiency can only be procured through proper cooperation.

24. Personal Hygiene.

(a) Each employe shall keep clean and in good health for the protection of himself, the food he handles, patrons and his associate workers.

(b) Each employe will be required to take physical examination by Company doctor at any time designated by the Company.

(c) Employes shall remove aprons before visiting toilets. They must not use pullman facilities for toilets when coach equipment is available.

(d) Hands should be washed immediately after visiting toilets.

(e) Hands and fingernails shall be kept clean at all times. All employes shall keep hair trimmed and be clean shaven. Employes not permitted to have mustaches or side-burns. The use of strongly scented hair tonics, perfumes, etc., is prohibited.

(f) Personal linen and other wearing apparel shall be clean at all times.

(g) All personal articles, clothing, toilet effects, etc., must be carried in small hand bag. Suit-cases or Gladstone bags not permitted. Personal belongings must not be carried in linen or food storage lockers.

25. The purchase and transportation of food or other items en route for personal use is prohibited. Any such items found in possession of employes upon leaving cars will be confiscated and employe subjected to discipline.

26. When necessary to open trap or side doors to load supplies, employes will see that they are closed immediately after loading. Platforms must be left in clean condition.

27. Stewards will see that vestibule curtains are connected when cars are attached to trains, and disconnected when cars are detached from trains.

28. Turn on lights before passing through tunnels.

29. Turn off lights and air-conditioning equipment before leaving car.

30. Do not let water be discharged from kitchen or pantry sink while train is standing in station.

31. Uniforms:

(a) All employes, except cooks, shall wear black shoes while on duty. Color of cook's shoes is not material, but shall wear shoes which are in good shape. Waiters' shoes should be shined before each meal.

(b) Steward will wear uniform to conform with Company standards; also white shirt, white collar, white vest and black four-in-hand tie.

(c) Waiters will wear clean white coat with number badge affixed, starched white collar, black bow tie, blue trousers, white apron.

(d) Cooks will wear clean white or blue drill trousers, regulation white coat, white apron and cap.

32. Reception of Guests.

(a) Stewards will see that each member of his crew is properly and cleanly uniformed before reception of passengers.

(b) Steward will see that waiters stand erectly at their table assignments, facing receiving platform at time passengers begin boarding train and also at regular station stops except when serving guests. Waiters must be clean shaven, shoes polished, trousers neatly pressed.

(c) Chef, under supervision of the Steward, is in charge of kitchen, and is directly responsible for the preparation of all food, as well as cleanliness of kitchen. Cooks should never leave kitchen wearing soiled linen.

(d) Stewards will see that waiters have emergency white coats, set up with buttons inserted, ready for immediate change during meal should coat being worn become too soiled.

(e) Employes will keep white coats completely buttoned.

(f) Steward will designate waiters to make announcements for meals. At breakfast, when meal is ready waiter will make call in coaches, and will start at head end of train and announce meal as he comes toward diner, so that he can get back to dining car ahead of the patrons. For breakfast, calls in sleeping cars must be made in each end of car in a low tone of voice so as not to disturb passengers who are still asleep. At luncheon and dinner, one waiter will start at front end, and another at rear end of train. All calls should be made by waiter as he is coming back toward diner, rather than when he is going away from it. In announcing meals, waiter will say, Breakfast, luncheon or dinner is served, Dining Car forward or to the rear as the case may be.

33. Meal Service and Meal Checks.

(a) Stewards shall greet and seat guests as they enter the dining car. If tables are not available at the time guests enter, Steward will politely inform guests that seats will be provided for them soon as available. Waiters must refrain from holding up their hands motioning guests to seats while Steward is in car. It is the

Steward's duty to seat guests. If for any reason Steward is absent, waiters will seat passengers in an orderly manner.

(b) Upon seating passenger the Steward will present menu and meal check together with pencil. There must be no delay in presenting meal check so that the passenger may write his order thereon. Waiters are forbidden to accept verbal orders. If, for any reason, Steward is absent from car, waiter will of course seat passenger and present check, but Steward will be required, upon his return to the car, to see that proper checks have been presented and that the transaction has been correctly handled.

(c) A separate check must be issued to each guest by the Steward unless guests of their own accord request that orders be combined on one check.

In the case of a military individual or party which is covered by Government meal order, a check is to be used for each meal order presented. If, for example, a meal order calls for a single meal, a check to cover must be issued. If the meal order calls for a number of meals, a single check may also be used for it. Serial number of Government Meal Ticket must be inserted on check in space provided for that purpose, and signature of party to whom issued must also be procured on check. The cardboard portion of checks are to remain on table until meal is completed. Accurate check and count must be made by Steward and cooks to see that only the number of meals provided for on Government Order and meal check are served.

Separate checks shall be issued to special parties before start of any service, whether settlement is made by coupon, Government order, or cash.

(d) All orders are to be written on meal check by guest, except when guest declines to write order. Steward may then write the order on the check in the presence of the passenger. Waiters shall not write order for guest but will request Steward to do so.

(e) Checks must be written before any service is afforded. After order has been written, waiter will repeat order to passenger, detach cook's copy and leave duplicate or cardboard portion ON THE TABLE AT WHICH PASSENGER IS SEATED, FACE UP. Waiter will then call his order to kitchen and hand the cook's portion of the check to the cook AT TIME THE ORDER IS PROCURED OR TAKEN AWAY FROM THE KITCHEN. If, later, additional items are requested by passenger, waiter shall ask him to write same on check. If passenger declines, waiter shall ask Steward to do so before supplemental order is served. Cooks are instructed to release meals only upon presentation of check by waiter, except for supplemental items above mentioned and for meals for dining car crew. The practice of keeping cook's checks in the pantry is forbidden. Checks hereafter must be kept in the kitchen and the chef will be held responsible for their safekeeping.

WAITERS ARE FORBIDDEN TO ACCEPT VERBAL ORDERS. This applies to all, whether settlement is by coupon, cash or government order.

Steward, in his tour of duty, shall see that passengers are provided with all items listed on check and then price same before it is presented for payment. PRICING OF CHECKS BY WAITERS IS FORBIDDEN. Changing of items for passengers by reason of their being unsatisfactory, etc., must be done only upon authority of the steward.

When passenger is ready to pay for meal, waiter will present check FACE UP on cash tray. When payment is made waiter will take money and check on cash tray to Steward, procure change if any due, being sure change is correct before leaving steward and give it to passenger on cash tray together with receipt stub. It is the Steward's duty to see that proper receipt stub from bottom of meal check is given to passengers for all transactions. WAITERS ARE FORBIDDEN TO MAKE CHANGE FROM THEIR POCKETS OR IN OTHER WORDS, FROM THEIR OWN FUNDS.

Each transaction as covered by the check must be handled individually with the steward promptly at the time of check-out. Waiters are forbidden to hold out checks and pay Steward for same later.

(f) Violations of the above described rules and regulations by any steward, cook or waiter will be sufficient cause for dismissal from the service.

(g) Items scratched on check, or a reduction or change in the totals of check must be explained by Steward in writing on back of check. There must be no erasures on checks.

(h) Cook's checks will be placed in numerical order at the end of each trip, and forwarded direct to Auditor, Miscellaneous Accounts, Atlanta, Ga.

(i) Stewards will be held accountable for each missing check. Report of missing checks must be made to Superintendent Dining Cars and Auditor of Miscellaneous Accounts.

(j) Stewards will see that orders are properly and promptly filled and that service generally is satisfactory.

(k) Pay attention to re-icing and filling water glasses. Always hold glass by lower half. Never let your hand touch brim.

(l) Bring clean silver from pantry on a napkin on a tray. Use napkin to pick up silver from table while changing cloths.

(m) Trays will be used in serving orders but must not be left in dining room when not used. Waiters will see that trays are clean on both, top and bottom side. Waiters not permitted to carry dishes to and from pantry without use of tray.

(n) Soiled linen will be promptly removed from table and replaced by clean linen. A napkin dropped on the floor will be replaced on table by a clean one.

(o) Waiters will wipe the bottom of all dishes before leaving the pantry to avoid soiling tablecloth. Do not put thumb over edge of any dish.

(p) Employes will not hold social conversations with guests except when necessary to avoid discourtesy.

(q) Waiters not permitted to suggest or solicit gratuities from passengers at any time.

(r) Waiters will study the menus and the makeup of dishes, so that questions may be answered promptly and correctly.

(s) Every effort must be made to please guest. Their order should be changed until satisfactory, even to the point of cancelling the charge, if unsuccessful in effort to please passenger. Report of all such instances will be made to Superintendent Dining Cars and notation made on back of meal check.

(t) All dishes will be removed from table when guest has finished, and crumbs or other debris promptly removed, and table immediately set-up again. Tables must be kept set-up during entire period car is in service.

(u) Waiters not permitted to carry side towels when serving passengers.

34. Out of Car Service.

Whenever orders are served out of dining car an extra charge of 25c per person will be made, except in the case of infirm, invalids, women with children or guards with prisoners. Steward should inspect tray before it leaves the car, being sure that no more or less food is served than check calls for.

35. Service to Train Employes.

(a) Members of the train crew, including employes of the Pullman Company, but not including mail clerks or news butchers, will be afforded a discount of 25% from the menu rates, provided such employes are in uniform and assigned to duty on train to which dining car is attached. Passenger trainmen and Pullman employes, when deadheading in uniform will be afforded the same concession as employes in service.

(b) Dining car crews will consume their own meals either before or after passengers have been served. Crews not permitted to have their meals at tables while passengers are dining.

(c) Military Police assigned to duty on train will be served at one-half the regular card rates provided such Military Police identify themselves and wear regulation arm band. They must sign checks for meals served them.

(d) On streamline trains only, Passenger Representative hostess and train attendants actually on duty only will be served without collection. Special meal check for these employes must be issued and forward to Superintendent with trip reports. In each instance such employes will sign their name to checks, also indicate their title thereon.

(e) Members of train crews will not be served to the exclusion of passengers, either as to food or available seating space. Steward will exercise his judgment in this respect and take such action as may be necessary to see that passengers are given preference, but never be discourteous to train employes.

36. Inspection.

Steward will inspect daily all furnishings of dining car, kitchen, pantry and dormitory to see that they are absolutely clean, neat and orderly.

37. Window shades will be drawn at night after service is completed, either while car is standing or running.

38. Car will be kept clean at all times. Between meals it will be swept and dusted and vestibule hallways mopped.

39. Cooks should familiarize themselves with all working parts of the range, refrigerators and valves in connection with steam table. Steam tables must be cleaned out regularly.

40. Aisle strip will be put down upon arrival at turn-around or terminal point.

41. Special care shall be given to linen.

(a) A waiter in each crew will be designated to have charge of linen.

(b) Linen must be checked and accounted for. This applies to clean received, and soiled put off.

(c) Linen will not be stored in kitchen, but will be issued to kitchens as needed.

(d) Linen exchanged with another car or commissary en route will be carefully counted and even exchange made.

(e) Soiled linen will not be carried on car platform nor in dining car hallways, except in extreme emergency.

(f) Avoid placing wet or damp linen in bags with dry linen. Linen from kitchen should be bagged separately.

42. Supplies and Equipment.

(a) Stewards will check all supplies charged to car under their charge by way of requisition, as well as supplies furnished en route, and properly record them in the trip report.

(b) Steward will see that all supplies are properly stored and iced whenever necessary. Supplies remaining on car from previous trip must be stored in such a way as to be used first. Steward must satisfy himself that all supplies and equipment are in proper lockers before leaving car.

(c) All supplies not usable will be returned to storeroom, except those which become offensive may be disposed of en route. Steward will make report to Superintendent Dining Cars of any supplies so removed, identifying each article and quantity.

(d) Inventory will be taken by actual count at end of each trip of all supplies on car. Equipment inventory shall be taken on the 20th of each month.

(e) In every case all trip reports must be closed on last day of month regardless of where car may be.

(f) After each meal all silverware, china and glassware will be thoroughly washed and dried before being placed in lockers.

43. Reports, Closing Car, etc.

(a) Stewards and waiters-in-charge will make notes of defects in cars and report same to nearest representative. He will also make similar report to Superintendent Dining Cars in writing.

(b) Employes shall not turn on air-conditioning equipment in yards for personal use. It will, however, be satisfactory to use blower so as to afford ventilation. Air-conditioning apparatus may be turned on and put into use 40 minutes before departure time of trains from station. This will allow sufficient time before reception of passengers to cool car.

(c) If air-conditioning apparatus fails en route, Steward or Waiter-in-Charge will wire Superintendent immediately.

(d) Employes must not leave dirty dishes or other equipment in sinks after closing car. Cars must be left in clean condition during night or at turn-around or lay-over points.

(e) Lost or misplaced articles should be restored to owners upon satisfactory identification. Articles not returned to owners should be delivered to nearest representative of the department or to the Superintendent Dining Cars direct.

(f) Employes will inform Superintendent Dining Cars by letter of damage to clothing to passengers, com-

plaints on service, injuries to passengers or crew, theft, and articles claimed lost by passengers. Information concerning these matters must be complete in detail, name and address of passenger must be procured, nature of complaint should be specific. Names of witnesses should also be procured in cases where necessary.

(g) Stewards and Waiters-in-Charge will be held responsible for properly making out time slips for each member of crew. Time slips must be filled out in detail and all instructions pertaining thereto complied with.

(h) Stewards have charge of all keys on the Dining Car, and when closing the car at night, before going to bed, en route, they should see that all lockers are securely locked and keys are in safe place for the night. Upon leaving the car at the end of a trip, the Steward must be the last man and must see, personally, that all locks are secure, and keys turned over to Dining Car Agent or Commissary. Keys must never be taken home.

44. Any employe who fails to report for run to which assigned and who fails to give prior notice that he will not be on hand for his assignment will be considered as having voluntarily left the service.

45. When employes report late for duty and not in accordance with the hours specified on working schedule, time must be started when employe actually reports for work.

46. In all regular conditions time slips must show hours called for on working schedule. Any deviation from schedule caused by delayed trains or for other reasons which brings time in excess of working schedule must be fully explained on time slip in space provided therefor. Time in excess of regular schedules will not be allowed unless fully and properly explained.

47. Time slips must be closed on the night of the 15th and last day of the month even though it should split the trip. Payroll periods end on the night of the 15th and last day of month.

48. Handling Company's funds.

(a) Stewards and Waiters-in-Charge are responsible for all money received by them and must exercise the utmost care to prevent losses from any cause and must make remittances upon arrival at turn-around, lay-over or terminal point. In an emergency, in order to be relieved of the responsibility of safe-guarding collections, remittance may be made with any local ticket agent of the Company. Remittance slips to be made in four copies, one to Auditor with reports, one to Superintendent with trip reports, one kept by Steward as receipt, and the fourth copy will be kept by Agent with whom remittance is made. As all reports are closed on last day of month remittance must be made for the last day or days of trip separately so as to balance with report.

(b) Stewards are not required to cash personal checks for passengers. Should Stewards or Waiters-in-Charge cash personal checks, the responsibility will rest entirely with them. The Company will not indemnify against losses resulting from bad checks.

(c) Travelers' checks issued by the following may be accepted in payment for meals and other purchases from the Company:

American Express Company
Bank of America
Canadian Pacific Express Co. (when payable in U. S. Funds)
The First National Bank of Chicago

Mellon National Bank of Pittsburgh, Pa.
The National City Bank of New York
Republic National Bank of Dallas, Texas.

When accepting travelers' checks above listed it is necessary that same be dated and countersigned or endorsed by the holder in presence of employe accepting it, and such signature must correspond with the signature of the holder already appearing on the check.

(d) All government meal orders must be filled out completely in ink (lead pencil not acceptable). Care should be exercised to make sure that the Government meal order is filled in only for the actual number of persons served and that it is completely filled out and signed by the party holding meal order exactly as it is typed in the body of the meal ticket. Steward must sign all Government meal orders in the space provided. No alterations or erasures should be made. Nothing but food may be served on a Government meal order. They are not valid for cigars, cigarettes, candy or beverages.

(e) In some cases circumstances require that meals be furnished military forces traveling under orders who are without Government meal orders. In these cases it will be necessary that Stewards procure receipt for such service on form provided for that purpose. This receipt should be filled out in triplicate, being sure all information is furnished by person or persons in charge.

(f) The Company provides a change fund to each Steward, who is held responsible therefor. This change fund must always be available, and is subject to check by officers of the Department and Auditors of the Company.

(g) In case of loss of Company funds, immediately telegraph the Superintendent Dining Cars giving details.

49. Waiters' Side-work.

Waiter No. 1—Pantryman:

Responsible for proper storing of all supplies in pantry, setting up pantry before meals, cleanliness of pantry, pantry chill boxes and lockers, coffee pots, cream pitchers, soup tureens and ladles, and all glassware. Will also be responsible for proper checking of all pantry supplies.

Waiter No. 2—Linenman:

Responsible for proper storing and checking of all linen, maintaining complement, issuing requirement of linen to cooks and waiters, cleanliness of linen lockers and bedding lockers. Cleanliness of sugar bowls.

Waiter No. 3:

Responsible for cleanliness of all flat silver. Also will make and put away Steward's bed. Also assist Steward in cleaning bar and Steward's locker.

Waiter No. 4:

Assist pantryman with all duties prescribed for Waiter No. 1.

Waiter No. 5:

Responsible for cleanliness of water bottles, salt and pepper shakers, sweep body of car, also assist Waiter No. 3 with silver.

Waiter No. 6:

Responsible for buffet silver, oil and vinegar bottles, buffet shelves and drawers. Mop linoleum and hallways and assist linenman.

Waiter No. 7:

Assist all waiters and perform such duties as may be assigned by Steward. Will serve all upstairs orders.

Note—Any waiter will perform such extra duties as may be assigned by the Steward. All waiters except Nos. 1 and 4 to set up car for service and dismantle when service is completed for the day.

TECHE GREYHOUND LINES
720 SOUTH GALVEZ STREET
NEW ORLEANS, LOUISIANA

January 22, 1945

TO ALL SUPERINTENDENTS
STATION MANAGERS
DRIVERS

On January 3, 1945, I issued a letter to all concerned governing the loading of colored passengers and the allocation of seats for colored and white.

Effective immediately, you will disregard my letter of January 3 and be governed in this matter as per the following instructions:

1. We owe a legal duty to reserve at least the back seat as a minimum space in which to seat colored passengers.

2. When you have no colored passengers and white passengers occupy the rear seat, it shall be explained to them that they may continue to occupy same until the seat is needed for colored passengers. If white passengers occupying the back seat are not notified in advance that they will have to move in the event the room is needed for colored passengers, then you will have difficulty in getting them to move later.

3. Look over your passengers before you start to load, in order to get some idea of the amount of space which will be needed for each race. Remember that most of the white passengers will usually board ahead of the colored, therefore, it is up to you to make your space allocation before the bus becomes overloaded with white passengers.

We realize that during war time this business of segregation is a problem to you but if you will carefully follow the above instructions, it should assist in accommodating the greatest number with the least friction.

Very truly yours,

H. Vance Greenslit
Vice-President

SOUTHEASTERN GREYHOUND LINES
LEXINGTON, KENTUCKY
MARCH 11, 1943

Mr. R. W. Smith, Atlanta, Ga.
Mr. L. E. Barnes, Birmingham, Ala.
Mr. J. H. Drinnon, Bowling Green, Ky.
Mr. C. A. Nollman, Chattanooga, Tenn.
Mr. Wm. W. Veazey, Clarksville, Tenn.
Mrs. Henry Morgan, Columbia, Ky.
Mr. W. H. Fulmer, Columbia, Tenn.
Mr. Dan Rowland, Corbin, Ky.
Mr. Lawson Davis, Covington, Ky.
Mr. C. F. Koehler, Cincinnati, Ohio
Mr. H. E. Sunderland, Decatur, Ala.
Mr. Noel Wesley, Danville, Ky.
Mr. Paul M. Wright, Dothan, Ala.
Mrs. Roberta Tinley, Pineville, Ky.
Mr. Wm. Rains, Somerset, Ky.
Mr. Wm. B. Shurrett, Tuscaloosa, Ala.
Mr. J. F. Hulett, Frankfort, Ky.
Mr. C. E. Adams, Gadsden, Ala.
Mr. Lee Lynch, Harlan, Ky.
Mr. J. D. Higgins, Hopkinsville, Ky.
Mr. J. P. Lawhon, Knoxville, Tenn.
Mr. V. W. Allender, Lexington, Ky.
Mr. W. L. Porter, Louisville, Ky.
Mr. Kenneth Byrley, Middlesboro, Ky.
Mr. C. E. Shriner, Mobile, Ala.
Mr. C. V. Courson, Montgomery, Ala.
Mr. Allen Jones, Murfreesboro, Tenn.
Mr. R. Sadler, Nashville, Tenn.
Mr. Wm. Owen, Owensboro, Ky.
Mrs. Frances Woolums, Richmond, Ky.
Mr. B. N. Stammer, Springfield, Tenn.
Mr. Julian Gabbard, Winchester, Ky.

We are receiving a very noticeable increase of reports from colored passengers, complaining of discourteous treatment received at some of our stations.

This is a very serious type of report. As it requires so little effort to be courteous to everyone, it is indicative that some of our agents are becoming very careless, and instead of attempting to build up our business, are driving it away.

The success of our business depends upon the courteous treatment and service we render the traveling public. Our company handles a great many colored passengers and they should receive the same courteous treatment at our ticket and baggage windows as white passengers.

Let's try to eliminate all reports complaining of discourteous treatment. You can do your part by treating the other person as you would like to be treated.

Very truly yours,

T. W. DeZonia
Vice President - Traffic

c. c. to Mr. Campbell, Eads, Sutter, Shaddix
Lovett, Logsdon, Gibson, Waite

GREYHOUND BUS DEPOT OF ATLANTA, INC. January 19,1941

TERMINAL BULLETIN #4

file

TO ALL EMPLOYEES

SUBJECT: CAN YOU MEET THESE QUALIFICATIONS?

The following are some simple but very important rules on courtesy, which all employees should at all times practice:

(1) "BE NEAT. Clothes pressed and shoes shined. Clean linen."

(2) "BE HAPPY. A pleasant smile will always work wonders. It is hard for a patron to resist a good honest smile - no matter how steamed up he or she may be. "

(3) "BE GRACIOUS. "Yes, Sir" or "No, Sir", "Yes, Mam" or "No, Mam", sound so much better than just "Yes" or "No". "Good Morning" and "Good night". Above all make "Thank You" a regular habit. "

(4) "BE FRIENDLY. Show our patrons that you like your job and be friendly. Be particularly thoughtful and considerate in handling women and children. "

(5) "BE KIND. Be kind and courteous to members of the colored race. This is the test of the real gentleman. Only the snob or the fellow who is not sure of himself violates this important rule. "

We ask your cooperation.

GREYHOUND BUS DEPOT OF ATLANTA, INC.

BY: R. W. Smith

RWS:lts

Received by Seattle for Chicago from Washington Clearance Washington D.C.

3 copies

BULLETIN

No. 8 - 10 - 278 TJ

Washington, D. C.,
August 10, 1943. B-120

To all Dining Car Stewards and Waiters-In-Charge:

Effective at once, portiere curtains are to be hung between stations 1 and 2 at all times between 6 A.M. and 10 P.M.

These curtains are to be pushed back against the wall until occasion arises for use of same.

You are also being provided with a "reserved" placard, which is to be placed on the two stations nearest the buffet at the beginning of each meal. These two tables are to be reserved for colored passengers until all other seats in the dining room have been occupied. When all other stations have been occupied, if no colored passengers have presented themselves the "reserved" cards may be removed and the tables used for white passengers.

If while the tables are occupied by white passengers, a colored passenger should present himself and request service, he is to be informed that he will be called as soon as seats reserved for their use are vacated. When such seats are vacated, the colored persons will be called and served in the space set apart for them, and no white passengers will be allowed in such space while colored persons are being served therein.

If colored passengers present themselves while this reserved space is occupied, you will also offer to serve them in the coach or the Pullman, as the case may be, promptly in event they do not wish to wait until the space which has been reserved for them is available.

Please acknowledge your understanding of these instructions by signing and returning promptly the lower portion of this letter.

E. M. Tucker,
Superintendent Dining Cars.

CC: All Supervisory Forces

- -

Mr. E. M. Tucker,
Superintendent Dining Cars,
Washington, D. C.

Your bulletin No. 8-10-278, instructions reference portiere curtains, serving of colored passengers, etc., received and understood.

Recd by Slack from Walter Sur charge C. Lawrence Hammond Wash. D.C.

SEABOARD RAILWAY

BULLETIN
No. 11 - 26 -338 TJ

Washington, D. C.,
November 26, 1943.

To All Dining Car Stewards:

Subject: Hospital Cars in Regular Trains.

In handling hospital cars in regular trains, stewards will as early as convenient contact the officers in charge and ascertain his desires reference serving patients, and make every effort to comply with their wishes. The handling of these patients should have precedence over all other business of the train.

Frequently, it will be necessary to prepare special food for some of the patients, and when request is made for special food, every effort should be made by all to meet the request. We understand that frequently soft foods are required for certain of the patients.

When white and colored patients are traveling together, unless the officer so requests, we do not deem it advisable to attempt to make any separation. Stewards must exercise good judgment, and, as previously stated, give these injured men the preference over service to all others on the train.

Special cooperation is to be extended to the doctors in charge.

Please acknowledge your understanding of these instructions by signing and returning the receipt attached to the lower portion of this letter.

E. M. Tucker,
Superintendent Dining Cars.

- -

Mr. E. M. Tucker,
Superintendent Dining Cars,
Washington, D. C.

Your bulletin No. 11-26-338, instructions reference hospital cars in regular trains, received and understood.

_____

A WORKER'S CODE OF HONOR

As a part of the manpower team of this plant I will always strive to be:

PRESENT-At work every day and on time.

COOPERATIVE-Willing to work with my fellow workers on any task that will help to improve the efficiency of this plant.

THRIFTY-To waste neither my time nor the materials entrusted to me.

TRUSTWORTHY-To do the job assigned to me without the need of watching.

HONEST-To never take anything that belongs to another.

DEPENDABLE-To be straightforward in all of my dealings with employers and fellow workers.

PROGRESSIVE-To seek to find ways to improve myself and my work.

LOYAL-To those who have my best interest at heart.

Distributed by

THE NEGRO WORKER

Box 278

Tuskegee Institute, Ala.

A SAMPLE OF LAWS ON THE SEPARATION OF RACES
IN TRANSPORTATION IN THE SOUTHERN REGION

The following statutory provisions are taken from Charles S. Mangum, Jr., The Legal Status of the Negro (1940).

1. "The southern and border states have sought to handle the matter (of racial antipathy) by means of Jim Crow laws and regulations which make it unlawful for any carrier . . . to transport white and colored passengers in the same vehicle or the same portion thereof."

2. "Oklahoma and all former slave-holding states, with the exception of Delaware, Missouri, and West Virginia, have made provision by statute for an enforced separation of the white and Negro races in railways operated in the jurisdiction. . ."

   "Most of the statutes contain provisions punishing the carrier for a failure to carry out the terms of the law, making such a dereliction of duty a misdemeanor."

   Members of one race are not permitted to "remain" in the coach, or coaches, provided for members of another race in the Southern Region without likelihood of penalty or charge of violation of the regulations of these states.

3. "In Georgia a special statute makes compulsory the separation of the races on Pullmans."

4. Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Oklahoma, Tennessee, Virginia "give express permission to use partitioned or compartment cars, one portion for whites and the other for Negroes."

   Kentucky, Maryland, Oklahoma, Texas and Virginia "require signs designating the race which is to use the particular coach or compartment."

5. The following southern states having railway Jim Crow laws also require separate accommodations on street railways: "Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Virginia. Alabama, Kentucky, and Maryland are exceptions here."

   Note: A recent study of the city of Jacksonville, Florida, showed that the city law does not require separation of races in local bus transportation, but that the races nevertheless follow the usual separation pattern in the use of these facilities.

6. Arkansas, Tennessee, and Virginia "give the conductors on street railways authority to change the line of division between the races," and the statutes of Georgia, North Carolina, and South Carolina could easily be so interpreted.

7. In statutes relating to Jim Crow accommodations on street cars, Oklahoma and Virginia "exempt from the operation of the statute officers in charge of prisoners"; Oklahoma, Texas and Virginia "exempt company employees engaged in operating the cars"; while Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas, and Virginia exempt nurses in charge of children or infirm persons.

8. "It has been decided that southern steamship companies and those engaged in interstate traffic may make reasonable regulations for the separation of the races on their boats."

9. "Nine states have special Jim Crow laws requiring a separation of races on motor carriers." They are: Alabama, Arkansas, Georgia, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, and Virginia. "The Alabama, Mississippi, North Carolina, and Oklahoma acts require separate waiting room facilities at bus stations."

10. "There are no Jim Crow laws applying to air carriers." Commercial air lines "may mix or segregate the races as they wish."

This memorandum prepared by

SOUTHERN REGIONAL COUNCIL, INC.
63 Auburn Avenue, N. E.
Atlanta, 3, Georgia

RACIAL SEGREGATION AND DISCRIMINATION IN THE SOUTH

A preliminary memorandum on a research and action project to be sponsored by

the

SOUTHERN REGIONAL COUNCIL

submitted

by

the Executive Directors

January 31, 1945

RACIAL SEGREGATION AND DISCRIMINATION IN THE SOUTH

The general theories underlying this study are three: first, that in theory segregation is the antithesis of democracy, and in practice means the limitation, and at times abrogation, of basic citizenship rights; second, that acceptance of the principle of segregation or of established segregation is not only wrong but impolitic and inexpedient; and, third, that there is an immediate need for ignoring most of the rationalizations regarding segregation and to work out definite techinques and programs for immediate practice.

The purpose of this study, therefore, may be stated, ~~as~~ to explore the ways and means of segregation and legalized discrimination in the South, in other words, how they work, and, to devise therefrom techniques for promoting both the theory and the structure of equality under the law.

The study would cover the theory and practices of segregation and discrimination in the several states and cities covered by the Southern Regional Council.

The study would be designed to show how segregation works, what people believe about segregation, and, what can be done about its

patterns and practices.

In its entirety the study should be completed within two years, although sub-portions of it should be available for study and action at intervals of six months periods following the study's inception.

It is recommended that the SRC set up a sub-division of its organization to be known as the Segregation Research Committee, to be composed of selected representatives from research groups and educational institutions, white and colored, to supervise the initiation and conduct of the study for the Southern Regional Council. This Committee will have a paid secretariat, and will be held responsible for the successful promotion of a program for understanding and recommending action regarding its findings.

It is recommended that a budget of $68,600 be allocated for the two year study, $15,000 of which shall be appropriated by the SRC, and $53,600 to be secured from other sources.

It is recommended that the study be conducted by the Southern Regional Council, the Institute for Research in the Social Sciences of the University of North Carolina, and the Department of Social

Sciences of Fisk University with the assistance of Fellows of the SRC. The responsibility for action on any phase of the study and the publication authority shall belong to the Southern Regional Council. Fellows of SRC shall assist in the furtherance of the study.

TENTATIVE BUDGET

	Director - 2 years	@	$6,500	$13,000
	Editorial Assistant - 2 years	@	4,500	9,000
3	Research Assistants - 1½ years	@	2,400	10,600
3	Stenographer Clerks - 2 years	@	1,800	10,800
20	Fellows for special employments averaging, for expenses and honoraria	@	500	10,000
	Meetings and promotion			2,000
	Travel - (other than fellows)			5,000
	Publications			5,000
	Office expenses and supplies			2,000
	Contingency			1,200
				$ 68,600

PRELIMINARY RESEARCH MEMORANDUM

RACE SEGREGATION AND DISCRIMINATION IN THE SOUTH
A Series of Studies on the Political, Legal and Economic Aspects of Segregation in Principle and Practice.

THE STUDIES

I. The Ecomomic Cost of Segregation

What is the financial cost of segregated institutions, by type (ie., schools, hospitals, etc.)? by control (public, quasi-public, as railroads, bus lines, etc)? by states? by metropolitan districts?

What are the costs in terms of overhead required? Servicing the institution?

What are the costs in terms of discriminatory expenditure of funds?

What would be the cost for similar and equal services for all of the people if there were no segregation?

II. The Legislation of Segregation

An elaboration of the studies by Mangum, Stephenson and Johnson, to show the type, number and nature of segregation laws in each of the states and their smaller political units. The analysis should provide a basis for a legal approach to the problem.

III. Public Opinion and Segregation

An extensive study of contemporary opinion on the practices of segregation and discrimination to be conducted by the SRC

by such an agency as the National Opinion Research Center of the University of Denver.

IV. The Functioning of Equality Under the Law

An analysis of judicial opinion on, the "separate but equal" theory of federal and state legislation. Use such fields as civil rights, residential segregation, etc.

V. Suffrage and Segregation

An analysis of the constitutional and statutory provisions aimed toward Negro disfranchisement, and, of the administrational and procedural subterfuges made possible thereby.

VI. Segregation and Discrimination in _____

A special study of all facets of segregation in a selected Southern Community.

3 copies

COPY

W. F. Geoghan

Charleston, West Virginia
February 23, 1945

F. C. Martel
J. R. Saul
D. D. McAfee
L. C. Myers
R. W. Bolling
B. M. Amele

C. E. Chambers
G. H. Fulcher
Wilson Rose
D. D. Puckett
E. V. Garron

RECEIVED
OCT 1 1945
Southern Regional Council

Attention

For quite some time now complaints of mishandling colored passengers by drivers and agents have been on the increase. These complaints have been so serious that necessary steps to correct the attitude of our personnel must be taken immediately.

Proper instruction along these lines is being given to student drivers in our schools and no driver can use ignorance of these contents as an excuse.

All of our personnel should be made to understand that our colored passengers should be treated as courteously and with as much patience as a white passenger.

A considerable amount of our revenue is derived from our colored passengers and we cannot afford to drive this business away from our coaches by the continuation of such mishandling by our employees.

All personnel under your supervision should be warned regarding discourtesy and mishandling of colored passengers.

I want to see this situation improved in the immediate future, and acknowledgment of this letter is requested.

SIGNED W. F. Geoghan
Assistant General Manager

CC-G. S. Engle

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER	X	NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following message, subject to the terms on back hereof, which are hereby agreed to

March 8, 1945

DR. WILL W. ALEXANDER
JULIUS ROSENWALD FUND
4901 ELLIS AVENUE
CHICAGO 15, ILLINOIS

COUNCIL HAS URGENT NEED OF ADDITIONAL FUNDS TO MEET CURRENT EXPENSES AND SUPPORT EXPANDED PROGRAM FOR 1945. SEVERAL COMMITMENTS MADE IN ANTICIPATION OF FOURTH QUARTERLY CHECK FROM FUND HAVE DEPLETED TREASURY. LAWRENCE DRAKE PROJECT FOR EXHIBIT AND PAMPHLET ON SOUTH NEARLY COMPLETED. THIS WILL HELP TO OPEN UP LARGER CONTRIBUTIONS FROM SOUTH. COUNCIL SPONSORED TWO IMPORTANT CONFERENCES LAST MONTH, ONE OF STATE COMMITTEE HEADS, OTHER OF CHURCH WOMEN. IN APRIL WE ARE HOLDING SPECIAL CONFERENCES ON ECONOMIC PROBLEMS, ALSO GEORGIA INSTITUTE OF RACE RELATIONS. OUR PLANS FOR WORKING WITH THE GOVERNORS, POLICE OFFICIALS, AND TRANSPORTATION COMPANIES ARE SHAPING UP, AND WILL INVOLVE CONSIDERABLE OUTLAY FOR TRAVEL AND CONFERENCES. IMPORTANT STUDIES OF POLICE ADMINISTRATION AND OF SEGREGATION NOW BEING PLANNED AS AUTHORIZED AT [redacted] ANNUAL MEETING. MINIMUM NEW PERSONNEL NEEDED IS THREE FULL-TIME PEOPLE ON STAFF AND ONE STENOGRAPHER. PARTICULAR NEED FOR FIELD SERVICES AND PUBLIC RELATIONS. PRINTING OUTLAY MUCH GREATER THIS YEAR, ON ACCOUNT OF NEW PAMPHLETS IN PREPARATION. EXPENSES FOR YEAR WILL RUN AT LEAST $20,000 to $25,000 ABOVE 1944.

Paid

GUY B. JOHNSON

Charge: Southern Regional Council, Rm 432, 63 Auburn Avenue,NE

Segregation Study

OUTLINE OF STUDY OF SEGREGATION IN TRANSPORTATION July 1945

The study of segregation in transportation is a part of a proposed larger study of segregation in American life. The study of segregation in transportation should answer these questions:

(1) How do the separate but equal laws work in connection with transportation?

(2) What is law in regard to segregation and what is custom?

The study will be initially conducted in Atlanta, Georgia. As a framework on which to build the study, the following questions should be answered and the situations in the attached memorandum by Dr. Odum should be utilized.

(1) What are the laws in regard to separation on all forms of transportation in the state of Georgia; in Fulton, Cobb, and DeKalb Counties; in Atlanta? What is the history of the laws?

(2) What cases in regard to separation have come up in the last five years in both the major and minor divisions of state, county, and city courts? Describe briefly, giving decisions.

(3) What is the literature on discrimination in transportation? This will entail the development of a bibliography.

(4) What are the attitudes on segregation by traction company officials? What problems have they faced? What steps have they taken to solve the problems?

(All interviews and all accounts of incidents of segregation should answer the questions of "who--where--when--what--why--how".)

a. What are the intra-state and inter-state passenger lines located in Atlanta? Who is the manager of each? These questions should be asked of each:

What problems have arisen as a result of increased traffic?

What instructions are given to operators regarding potential race friction?

How do railroad officials determine the amount of space to allot to colored passengers?

b. Who is the resident agent for all southern railroads operating in Atlanta? What does it cost to provide separate facilities?--in capital outlay, maintenance, and personnel.

c. What is the policy and operation in regard to Pullman space for Negroes? This question includes the policy in selling Pullman space out of Atlanta and the policy in regard to allowing Negroes to enter Atlanta--or Georgia--by way of a Pullman. How is the policy determined? How consistent is it?

d. What are the attitudes of station masters and passenger agents toward segregation? What is the general feeling? Are there specific ordinances made by the traction companies governing the enforcement of segregation, or is the type of segretation and the type of enforcement left largely to each individual official? What are the problems generally? Where are people going? On what trains are there the most problems? These interviews will be made with station masters and passenger agents at the Union Station, Terminal Station, and the Bus Terminal.

e. What are the attitudes of redcaps and porters toward segregation? What is the general feeling? Report also specific cases. Negroes taking part in the study will conduct these interviews.

(5) What are the attitudes of travelers toward segretation? What specific incidents of discrimination can they report? These interviews will be made largely with Negroes on trains, but will be made with both Negro and white travelers on busses and street cars where the two races are in close contact with one another. Members of the office force will be asked to report incidents of discrimination on city street cars and buses, and conversations with travelers in regard to incidents and/or attitudes toward segregation.

(6) Who is in charge of the city police who are called in at stations? What agreement exists between city police and military police in regard to the arrest of Negro soldiers in stations?

Personnel of Study

Dr. Ira Reid, Director

Douglas Carter

J. S. Hadley

Margaret Price

J. O. Slade

Assignment of Duties

Carter: Get from files of Dr. Charles S. Johnson and from sources at Fisk University all available material on discrimination and segregation in Georgia, generally, including that in transportation, and all available material on segregation in transportation, generally, in the United States.

Hadley: Make an initial memorandum on problems and incidents of segregation in transportation in Georgia. This will be taken from personal experience and will be made in collaboration with Mr. Slade. Make observations of life in the Negro waiting rooms in the Terminal Station, Union Station, and Bus Terminal. These should be made over a period of time, and should be made in the periods of morning, afternoon, and evening.

Slade: Make an initial memorandum on problems and incidents of segregation in transportation in Georgia. This will be taken from personal experience and will be made in collaboration with Mr. Hadley. List city, county, and state ordinances in regard to segregation in transportation, giving history of laws. Write up court cases, giving history, incident, and decisions.

Price: Make an overall memorandum on segregation using books and pamphlets as a basis--give an overall picture of segregation in transportation in the United

States. Develop a bibliography on segregation. Get the office force lined up to report incidents. Interview stationmasters and passenger agents at Union Station, Terminal Station, and Bus Terminal. Interview head of military police to get agreement which exists between city police and military police in regard to arrest of Negro soldiers in stations.

July 1945

Segregation Study

Also to: James O. Slade, Douglas Carter,
Margaret M. Price

August 1, 1945

TO WHOM IT MAY CONCERN:

The Southern Regional Council is studying the problems of travel in Atlanta with special reference to ways that have been developed to prevent or allay friction between the races.

The bearer of this letter, James S. Hadley, is one of our representatives on this study. We shall be very grateful for any cooperation you may give him by making available for the Southern Regional Council the results of your experience and knowledge.

Sincerely yours,

GUY B. JOHNSON
Executive Director

GBJ:m

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WESTERN UNION

1207

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
$
ACCOUNTING INFORMATION
S
TIME FILED
F 5:05 p.m

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

To Dr. Charles S. Johnson — September 26, 19 45

Care of or Apt. No. Department of Social Sciences

Street and No. Fisk University

Place Nashville 8, Tennessee

confirmed by telephone 10-10-45

Will you authorize Guy Johnson to call Atlanta Study Committee on Social Study for recommendations to Executive Board composed of such persons from this group as can serve or other local members you may suggest: Mesdames Mackay, Paty, Hamilton, Kauffman, Messrs. Haas, Mays, Griffin, and Rainey. This step will permit preliminary consideration of study and prognosis of problems involved.

Sender's Name Ira De A. Reid, Associate ~~Dixx~~ Executive Director, SRC

Address 63 Auburn Avenue, N. E. Tel. No. Walnut 7963

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS

DL = Day Letter
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TK84 Q.NHA160 12=NASHVILLE TENN 27 1001A

IRA DE A REID ATLA=
=ASSOCIATE EXECUTIVE DIRECTOR WUX ATLANTA UNIVERSITY

DOCTOR JOHNSON RETURNING TO CITY TOMORROW. NIGHT LETTER WILL BE DELIVERED PROMPTLY=

=MINERVA H JOHNSON.

IRA DE A REID.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Telephone Memorandum

To Dr. Guy B. Johnson

Date Oct. 3/45 Time 11:51 A.M.

WHILE YOU WERE OUT YOU WERE CALLED BY

Name Mrs. Grace Towns Hamilton

of The Atlanta Urban League

Phone Wa. 2355 Extension

Message Mrs. Hamilton is glad to serve on Committee for study of "Segregation in Transportation" and would like to read all material on subject before the first meeting.

3 copies

TRAVELERS AID SOCIETY

AN INTER-CITY CHAIN OF SERVICE

AGENCY, ATLANTA COMMUNITY FUND · MEMBER NATIONAL TRAVELERS AID ASSOCIATION

616 MORTGAGE GUARANTEE BLDG. ATLANTA 3, GEORGIA TELEPHONE JA 6296

September 29, 1945

Miss Margaret Price
Southern Regional Council
63 Auburn Avenue, N.E.
Atlanta, Georgia

Dear Miss Price:

I am writing you with reference to our telephone conversation in which you asked for information about Travelers Aid.

Schedules at present are as follows:

IN THE WHITE WAITING ROOM AT TERMINAL STATION

6:30 A.M. to 11:00 P.M. seven days a week with the exception of 1:30 P.M. to 2:30 P.M. Saturday and Sunday.

IN THE NEGRO WAITING ROOM AT THE TERMINAL STATION

6:30 A.M. to 11:00 P.M. Monday through Friday. Saturday 6:30 A.M. to 12:00 noon. 4:00 P.M. to 10:00 P.M. on Sundays.

IN THE WHITE WAITING ROOM AT THE UNION STATION

6:30 A.M. to 11:30 A.M. Tuesday through Friday. 6:30 A.M. to 10:00 P.M. Saturday. 6:00 P.M. to 9:00 P.M. Tuesday through Saturday.

IN THE NEGRO WAITING ROOM AT THE UNION STATION

8:30 A.M. to 12:00 noon Monday through Friday.

(cont.)

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SECRETARY
MRS. NORMAN P. PENDLEY

TREASURER
VERNON WOOTEN

EXECUTIVE SECRETARY
MRS. F. F. ATHEARN

*ON ACTIVE DUTY U. S. ARMED FORCES

These schedules change frequently not only according to need but availability of staff. You will note that at present we have no regular schedule of service at Bus Station. Volume of requests for service have some bearing on length of schedules. There are certain of Travelers Aid services available on call at any time for anyone during the twenty four hours.

Way of handling certain case work service is arranged entirely without reference to schedules. Actually for this information to have meaning the total set up and program of the Atlanta Travelers Aid Society must be fully understood. If you have need for it, I shall be glad to elaborate on that further which might be done better by conference than through letter.

At the present time, which again, changes almost from day to day, there are on the professional staff three negro workers and five and one-half white workers, exclusive of supervisory staff.

Sincerely yours,

TRAVELERS AID SOCIETY OF ATLANTA

Mary W. Athearn

Mrs. F.F. Athearn
Executive Secretary

MWA:bsc

Segregation Study

October 3, 1945

Mr. Philip Shulhafer
2636 Dellwood Drive, N.W.
Atlanta, Georgia

Dear Mr. Shulhafer:

Dr. Charles S. Johnson, Chairman of the Executive Committee, has instructed us to request you to serve on a special committee to look over the results of the Council's survey of segregation with respect to transportation in the Atlanta area and to formulate some recommendations to the Board of Directors.

Others who are being asked to serve on this committee are Dr. Benjamin E. Mays, Mr. John A. Griffin, Mrs. Grace T. Hamilton, and Mrs. E. G. Mackay.

We know that you are very busy, and we hate to add to your burdens, but this is a particularly important project, and we hope that you will find it possible to serve on the committee.

May we hear from you soon by letter or by telephone?

Cordially yours,

GUY B. JOHNSON
Executive Director

GBJ:m

Seg. Study

October 2, 1945

Mrs. Grace T. Hamilton
Atlanta Urban League
239 Auburn Avenue, N. E.
Atlanta, Georgia

Dear Mrs. Hamilton:

Dr. Charles S. Johnson, Chairman of the Executive Committee, has instructed us to request you to serve on a special committee to look over the results of the Council's survey of segregation with respect to transportation in the Atlanta area and to formulate some recommendations to the Board of Directors.

Others who are being asked to serve on this committee are Mr. Leonard Haas, Dr. Benjamin E. Mays, Mr. John A. Griffin, and Mrs. E. G. Mackey.

We know that you are very busy, and we hate to add to your burdens, but this is a particularly important project, and we hope that you will find it possible to serve on the committee.

May we hear from you soon by letter or by telephone?

Cordially yours,

GUY B. JOHNSON,
Executive Director

GBJ:IBT

Seg. Study

October 2, 1945

Mrs. E. G. Mackay
1221 Clifton Road, N. E.
Atlanta, Georgia

Dear Mrs. Mackay:

Dr. Charles S. Johnson, Chairman of the Executive Committee has instructed us to request you to serve on a special committee to look over the results of the Council's survey of segregation with respect to transportation in the Atlanta area and to formulate some recommendations to the Board of Directors.

Others who are being asked to serve on this committee are Dr. Benjamin E. Mays, Mr. Leonard Haas, Mrs. Grace T. Hamilton, and Mr. John A. Griffin.

We know that you are very busy, and we hate to add to your burdens, but this is a particularly important project, and we hope that you will find it possible to serve on the committee.

May we hear from you soon by letter or by telephone?

Cordially yours,

GUY B. JOHNSON,
Executive Director

GBJ:IBT

Seg. Study

October 2, 1945

Mr. Leonard Haas
Haas-Howell Building
Atlanta 3, Georgia

Dear Mr. Haas:

Dr. Charles S. Johnson, Chairman of the Executive Committee, has instructed us to request you to serve on a special committee to look over the results of the Council's survey of segregation with respect to transportation in the Atlanta area and to formulate some recommendations to the Board of Directors.

Others who are being asked to serve on this committee are Dr. Benjamin E. Mays, Mrs. Grace T. Hamilton, Mr. John A. Griffin, and Mrs. E. G. Mackey.

We know that you are very busy, and we hate to add to your burdens, but this is a particularly important project, and we hope that you will find it possible to serve on the committee.

May we hear from you soon by letter or by telephone?

Cordially yours,

GUY B. JOHNSON,
Executive Director

GBJ:IBT

Could not accept

Seg. Study

October 2, 1945

Dr. Benjamin E. Mays
Morehouse College
Atlanta, Georgia

Dear Dr. Mays:

Dr. Charles S. Johnson, Chairman of the Executive Committee, has instructed us to request you to serve on a special committee to look over the results of the Council's survey of segregation with respect to transportation in the Atlanta area and to formulate some recommendations to the Board of Directors.

Others who are being asked to serve on this committee are Mrs. Grace T. Hamilton, Mr. Leonard Haas, Mr. John A. Griffin, and Mrs. E. G. Mackay.

We know that you are very busy, and we hate to add to your burdens, but this is a particularly important project, and we hope that you will find it possible to serve on the committee.

May we hear from you soon by letter or by telephone?

Cordially yours,

GUY B. JOHNSON,
Executive Director

GBJ:IBT

Segregation Study

October 2, 1945

Mr. John A. Griffin
Emory University
Emory, Georgia

Dear Mr. Griffin:

Dr. Charles S. Johnson, Chairman of the Executive Committee, has instructed us to request you to serve on a special committee to look over the results of the Council's survey of segregation with respect to transportation in the Atlanta area and to formulate some recommendations to the Board of Directors.

Others who are being asked to serve on this committee are Dr. Benjamin E. Mays, Mr. Leonard Haas, Mrs. Grace T. Hamilton, and Mrs. E. G. Mackay.

We know that you are very busy, and we hate to add to your burdens, but this is a particularly important project, and we hope that you will find it possible to serve on the committee.

May we hear from you soon by letter or by telephone?

Cordially yours,

GUY B. JOHNSON,
Executive Director

GBJ:IBT

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WESTERN UNION

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A. N. WILLIAMS
PRESIDENT

SYMBOLS

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DR GUY B JOHNSON, SOUTHERN REGIONAL COUNCIL=
RM 432 63 AUBURN AVE NORTHEAST ATLA=

IF AGREEABLE TO YOU AND REID, PLEASE ASK MRS MACKEY, MRS PATY, MRS HAMILTON, MISS KAUFMAN AND MAYS, GRIFFIN AND RAINEY, ALL OF ATLANTA, TO SERVE ON SUBCOMMITTEE TO MAKE PRELIMINARY ANALYSIS AND RECOMMENDATIONS TO EXECUTIVE COMMITTEE ON REID SEGREGATION DATA=

CHARLES S JOHNSON.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Segregation Study.

10-4-45

Outline of a Preliminary Report

on

RACIAL SEPARATION IN TRANSPORTATION, ATLANTA, GEORGIA

I. Introduction

A. The Setting
B. Nature of the Problem
C. Methodology

II. The Laws of Racial Separation in Atlanta and Georgia

A. The Laws in General
B. The Transportation Laws
C. The Laws and the Courts

III. The Nature of Terminal Facilities and Services in Atlanta

A. The Railroad Terminals
B. The Bus Terminal
C. The Air Terminal

IV. The Nature of Local Transportation Facilities, Services, and Travel

A. The Street Car
B. The Bus Lines
C. Taxis
D. Miscellaneous
(1) Ambulances
(2) Cars for Hire
(3) U-Drive-It
(4) Chartered Bus
(5) School Transportation
(6) Elevators

E. Interurban Aspects

V. The Nature of "Separate but Equal" Travel on Carriers

A. The Trains
B. The Busses
C. The Planes

VI. Perspectives on Separation in Transportation

A. The Theory and the Law
B. The Carriers and Management
C. The Employees and the Publics
D. The Publics and the Courts
E. The Courts and the Customs
F. Focuses

VII. Appendices

A. The Laws
B. Incidents from the Press
C. Photographs

October 4, 1945

MOREHOUSE COLLEGE

ATLANTA, GEORGIA

OFFICE OF THE PRESIDENT

October 8, 1945

Doctor Guy B. Johnson
Southern Regional Council, In.
63 Auburn Avenue, N. E.,
Atlanta, 3, Georgia

RECEIVED
OCT 9 1945
Southern Regional Council

Dear Doctor Johnson:

Although I am quite busy as you state in your letter, I shall be pleased to serve on the committee to look over the results of the Council's survey of segregation and to make recommendations to the Board of Directors. I take it that some other person is chairman of the committee and that they will be calling a meeting.

With kindest regards and best wishes, I am

Yours truly,

Benjamin E. Mays
President

BEM/B

October 17, 1945

Mrs. Grace T. Hamilton
Atlanta Urban League
239 Auburn Avenue, N.E.
Atlanta, Georgia

Dear Mrs. Hamilton:

This is to remind you of the meeting of the special committee on the study of segregation with respect to transportation in Atlanta which will be held Saturday morning, October 20, at 11 A.M. at the Council headquarters.

Sincerely yours,

GUY B. JOHNSON
Executive Director

GBJ:m

This letter also to: Mr. John Griffin, Mr. Philip Shulhafer, Dr. Benjamin Mays, and Mrs. E. G. Mackay.

October 17, 1945

Dr. Charles S. Johnson
Fisk University
Nashville, Tennessee

Dear Charles Johnson:

Your telegram about the sub-committee to discuss the Segregation Study was good enough. We had to change the personnel a little because one person could not serve and another has not accepted membership in the Council.

The following have accepted service on the committee: Dr. Benjamin Mays, Mrs. Grace T. Hamilton, Mr. Philip Shulhafer, Mrs. E. G. Mackay, and Mr. John A. Griffin. The committee will hold its first meeting Saturday morning.

All good wishes.

Cordially yours,

GUY B. JOHNSON,
Executive Director

GBJ:IBT

Copy sent to each member of the Segregation Study Committee and to the SRC Executive Committee, October 26, 1945.

ATLANTA COMMITTEE ON SEPARATE BUT EQUAL FACILITIES IN TRANSPORTATION

Saturday, 11 A. M., October 20, 1945
Conference Room, Southern Regional Council

Present: John A. Griffin, Mrs. Grace T. Hamilton, Mrs. E. G. Mackay, Benjamin E. Mays, Philip Shulhafer, Guy B. Johnson, and Ira De A. Reid.

After hearing a report of the study of segregation in transportation in the City of Atlanta, the following questions were submitted by Dr. Reid:

1. What suggestions for disposition and action may be recommended to the Executive Committee?

2. Should studies be made in other aspects of "separate but equal" in Atlanta?

3. Do you think that this method of social analysis may be used as the basis for community education and action throughout urban centers in the South?

Dr. Mays recommended that the study be enlarged to include all forms of "separate but equal" in Atlanta. He felt that the third question posed by Dr. Reid would then follow automatically. Where there is enough completed material on any situation or practice, the Council should go to the proper authorities and try to get action to remedy the situation.

Mrs. Hamilton felt that greater emphasis should be placed on drawing up a set of recommendations, including an action program for individuals and organizations, there being many things which these groups could do about discrimination if they were only informed. These recommendations should be presented to Council members for their consideration.

It was suggested that the word "segregation" be avoided in utilizing the results of the study. "Separation" would be a better word, it was felt.

Dr. Mays said that the minimum the Council can do is to adopt the recommendations Mrs. Hamilton suggested.

Dr. Reid said that most of the people who favor segregation do not really know what happens on the other side of the law -- they do not know that the separate

facilities are not equal. A study such as the segregation-in-transportation study in Atlanta will show them what really happens. Over a long period of time, the main question might become: "Can you have 'separate but equal' after all? "

Someone raised a question about the length of the report. Dr. Johnson suggested that a short form should be prepared so that Board members can read and digest it quickly. He suggested that the detailed report be prepared in three or four copies and bound so that Board and Council members can read it or refer to it if they wish. The long report should be boiled down to an eight or ten page mimeographed report for Board and Council members. Mr. Shulhafer suggested that copies should be mailed to Board members long enough before the meeting so that they can read and understand the report before the meeting.

It was moved by Mr. Shulhafer that the Committee adopt Dr. Mays' original recommendations (that the study be finished as a complete study of "separate but equal" facilities in Atlanta; that werever there is enough completed material, the Council should begin to take action immediately by going to see persons in authority in the area under question, presenting the material to them, and asking for action to remedy the situation). He suggested also that the Council should ask other organizations to back it when it presents the cases to the proper authorities.

Dr. Mays felt that the Committee should meet again to hear a report on how the study is finally shaping upa nd to help draw up a set of recommendations for action.

Mrs. Hamilton suggested that the research staff outline areas of needed action. The Committee could then help expand the outline into recommendations.

It was decided that the Committee will meet again on Tuesday, November 6, at 4:00 P. M. Notices will be sent Committee members.

ATLANTA COMMITTEE ON SEPARATE BUT EQUAL FACILITIES IN TRANSPORTATION

Saturday, 11 A. M., October 20, 1945
Conference Room, Southern Regional Council

Present: John A. Griffin, Mrs. Grace T. Hamilton, Mrs. E. G. Mackay, Benjamin E. Mays, Philip Shulhafer, Guy B. Johnson, and Ira De A. Reid.

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FISK UNIVERSITY
DEPARTMENT OF SOCIAL SCIENCES
NASHVILLE, 8, TENNESSEE

CHARLES S. JOHNSON
DIRECTOR

RECEIVED
OCT 31 1945
Southern Regional Council

October 30, 1945

Dear Guy Johnson:

I should have acknowledged also your letter of October 17th about the sub-committee to discuss the segregation study. I have received a memorandum of the meeting that was held on the 20th of the month. This matter will be taken up when I get to Atlanta.

With best wishes,

Sincerely yours,

Charles S. Johnson

csj-p

Dr. Guy B. Johnson
Southern Regional Council
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Charge to the account of SOUTHERN REGIONAL COUNCIL, INC., 63 Auburn Avenue, N.E.

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WESTERN UNION

1206

A. N. WILLIAMS
PRESIDENT

CHECK
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TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

FOR VICTORY BUY WAR BONDS TODAY

Dr. Ira De A. Reid
Hampton Institute
c/o Pres. Ralph Bridgman
Hampton Institute, Va.

10/31/45

SENDING OTHER MATERIALS TO WASHINGTON VIA AIR MAIL SPECIAL THURSDAY AFTERNOON. ANY FURTHER INSTRUCTIONS?

JIM

November 3, 1945

TO MEMBERS OF THE
SEGREGATION STUDY COMMITTEE:

The enclosed list of problems found to exist in the use of transportation facilities by colored persons in Atlanta, Georgia, is to be the basis of our committee's discussion on Tuesday, November 6, at 4 o'clock. I do hope that you will have a chance to think on these items before that time.

I also enclose a draft of a letter to be submitted to the Executive Committee as your report on its assignment. This, too, will be discussed on Tuesday.

Our meeting will be held in the Conference Room at this address, Tuesday, November 6, at 4 P. M.

Cordially yours,

IRA DeA. REID
Associate Director

IDR:m

Memo from IRA DeA. REID

to Members of the Segregation Study Committee, Southern Regional Council

November 7, 1945

This copy of our action on yesterday is submitted for your consideration and approval.

Please make any necessary notations, initial, and return to us at your earliest convenience.

R

Please pardon delay!

Mrs. E. G. M.

Dr. Charles S. Johnson, Chairman
Executive Committee
Southern Regional Council, Inc.

Dear Dr. Johnson:

The committee which you named to discuss the SRC's study of racial separation in transportation in Atlanta and to make suggestions thereon submits the following report:

The purpose of this study of racial separation in transportation was to explore the ways and means of racial separation and discrimination in Atlanta's transportation systems; to show how racial separation works and what people believe about it; and, by interpreting its patterns and practices in the community, seek to devise therefrom techniques for promoting both the theory and the structure of equality under the law.

The evidence we have examined in this study reveals that little if any equality exists under the present interpretation, application, and enforcement of the laws and practices regulating the separation of races in Atlanta's transportation systems.

At the present time, the social temper of the South is such that we must recognize first steps rather than ultimate goals in the achievement of equal opportunity for all people in the region. In recognition of this fact, we believe that we may immediately take the following types of social and legal action:

(a) action designed to actually achieve the equality implicit in the law;
(b) action designed to discourage, and to seek penalties for, extra-legal and administrative discriminatory practices attending racial separation.

And, since evidence secured in this study seems to indicate that without the repeal or revision of existing laws equal opportunity for all people is not possible, we further suggest

(c) the establishment of educational programs designed to promote public thought and discussion of the question, "Can equal opportunity actually be achieved under the 'separate but equal' tradition?"

It is suggested that the above recommendations on the Atlanta transportation study be used as the basis for immediate action in this community in concert with other agencies, if possible, and if this is not possible, by the SRC acting alone.

It is suggested that a full and complete analysis of conflict and undemocratic situations arising under the separate but equal laws of Atlanta be undertaken by the Southern Regional Council. It is our opinion that the next fields of analysis should be those of health and law enforcement and observance.

It is suggested that as these studies are made, and, whenever there is sufficient material to warrant and justify action, that the Council initiate such action forthwith by going to the authorities, agencies, or institutions involved, presenting the material and urging corrective action. In making these presentations the Council should enlist the support and cooperation of other agencies, such as the Chamber of Commerce, churches, and civic groups.

It is suggested that a number of copies of the full report of Racial Separation in Transportation be kept available for study and analysis at the SRC offices, and that a digest of this report be prepared for distribution to the SRC membership.

It is our belief that this method of social analysis, followed by the social education and action which the problems discovered might suggest, should be used immediately in as many communities as possible throughout the South.

It is suggested that the Executive Committee might act to organize and finance further studies in this field in Atlanta and the South, and that action on this section of the report should be instituted not later than January, 1946.

Respectfully submitted,

John A. Griffin
Mrs. Grace T. Hamilton
Mrs. E. G. Mackay
Benjamin E. Mays
Philip Shulhafer
Guy B. Johnson
Ira De A. Reid

Mrs. E. G. M.

Atlanta Committee on

Racial Separation in Transporation

AGENDA

Tuesday November 6 - 4:00 P. M.

1. Minutes of last meeting.

2. Discussion of "Situation Analyis" and Recommendations for Action.

3. Letter to Executive Committee.

4. Suggestions for next study in Atlanta, if authorized.

return stated enclosed

Dr. Charles S. Johnson, Chairman
Executive Committee
Southern Regional Council, Inc.

Dear Dr. Johnson:

The committee which you named to discuss and make suggestions to the Executive Committee on the SRC's study of racial separation in transportation in Atlanta submits the following report:

It is believed that the materials collected and presented can serve as a useful basis for social action in the field of racial discrimination in Atlanta.

It is suggested that a full and complete analysis of conflict and undemocratic situations arising under the separate but equal laws of this community be undertaken by the Southern Regional Council.

It is suggested that as these studies are made, and, whenever there is sufficient material to warrant and justify action, that the Council initiate such action forthwith by going to the authorities, agencies, or institutions involved, presenting the material and urging corrective action. In making these presentations the Council should enlist the support and cooperation of other local agencies, such as the Chamber of Commerce and Churches and civic groups.

It is suggested that the enclosed recommendations on the Atlanta study be used as the basis for immediate action in this community.

It is suggested that a number of copies of the full report be kept available for study and analysis at the SRC offices, and that a digest of this report be prepared for distribution to the SRC membership.

It is suggested that plans be developed for initiating a public education program designed to correct these situations.

It is our belief that this method of social analysis, followed by the social education and action which the problems discovered might suggest, should be used immediately in as many communities as possible throughout the South.

It is suggested that the Executive Committee might act to organize and finance further studies.

Respectfully submitted,

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Mrs. E. G. Mackey
Benjamin E. Mays
Philip Shulhafer
Guy B. Johnson
Ira DeA. Reid

action on this section of the report be withdrawn (see letter then Jan. 1946

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Memo from IRA DeA. REID

to

COPY OF THIS LETTER WAS SENT TO EACH

MEMBER OF THE SEGREGATION STUDY COMMITTEE

NOVEMBER 7, 1945

November 3, 1945

TO MEMBERS OF THE
SEGREGATION STUDY COMMITTEE:

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Cordially yours,

IRA DeA. REID
Associate Director

IDR:m

RACIAL SEPARATION IN TRANSPORTATION
Atlanta, Georgia

Situations Upon Which Recommendations And Action Programs May Be Based

Consider the following in view of approaches that may be made to: the courts, the police, elected public officials, the carriers, the terminal management, the Public Service Commission, and the public.

I. **City Ordinances**

1. Several ordinances not only implement the State laws of racial separation, but go beyond these laws. These acts of Council should be repealed or tested for legality.

   For example, a portion of the Municipal Code, City of Atlanta, 1942 (62-121) under the subject, Races to be Separated in Cabs and Hired Automobiles, reads: "There shall be white drivers for carrying white passengers and colored drivers for carrying colored passengers." Nevertheless, several Negro drivers of cars for hire in Atlanta serve white persons only. The reverse of this does not obtain except in most unusual cases. Many of the cars for hire do not comply with the exact stipulations of the ordinance covering hired automobiles. According to this ordinance, signs on autos for hire should read "For White Passengers Only" or "For Colored Passengers Only." Some "Cars for Hire" do not display such signs.

2. City Council committees have frequently made rulings that aggravate social situations involving races, without advising the public of such actions.

   For example, disregarding the City Ordinance of 1940, covering auto for hire operation, the Police Committee of the City Council -- which has no law-making power, authorized Negroes in 1942 to operate autos for hire

"for white passengers only." In the confusion resulting from the conflict between law and the pronounced policy of the Police Committee, Negro drivers of such cars for hire became victims of numerous charges and countless arrests. One driver alone was arrested approximately thirty times in less than six months on flimsy charges made by local police in connection with his operation of an auto for hire for white passengers. The confusion might also have contributed to the fact that while this study was in progress, one colored driver of an auto for hire for white passengers only was murdered while on duty in an exclusive white residential section; another colored driver, charged with criminally assaulting a white woman passenger, was tried, found guilty, and sentenced to death. Although the evidence against the driver was not convincing, the jury which decided his fate reached a verdict after five minutes of deliberation.

3. There has been a very one-sided enforcement of the law by the police authorities and the lower courts. In all cases coming to the attention of the Southern Regional Council, the Negro participant has been adjudged guilty.

Numerous cases of assault without justification by street-car operators upon colored passengers have been reported. In such cases, the Negro victims are almost always forced to pay fines or to remain incarcerated at the police station for short periods of time. There is no record of charges being preferred in such cases against street-car operators or local policemen who perpetrate injustices against Negroes. A case in point is that of a man and his wife who were both brutally assaulted on a street car by the operator at a down town loading point. The man had refused to pay a fare for one of his children whom he said was "under age." When the police officers came to the scene of the disturbance,

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they took the Negroes -- parents and two children -- in their police car to the police station. The operator resumed his duties.

A Negro veteran who stood in a drunken condition at the colored entrance to the Union Station was approached by a detective. When the veteran refused to go into the waiting room at the direction of the detective, he was beaten, kicked, and arrested by the detective.

A colored Atlanta school teacher and her sister who objected to being denied bus accommodations to Athens, Georgia, after having purchased their tickets, were found guilty of disorderly conduct after they were detained for some time at the police station following their arrest. One lawyer who heard the trial said that the witnesses for the bus company were all perjured; nevertheless, the two women who were greatly intimidated and embarrassed were required to pay fines totaling $21.00.

II. Street Railway and Motor Bus Facilities

4. One chief source of friction is the loading and unloading of passengers seeking to abide by the carrier ruling that Negro passengers may not leave from the front exit, even though it may be the more accessible exit. Another main source of friction is the pattern of separate seating of the races on street cars and busses.

On an occasion when a street car was so completely filled with passengers, both white and colored, that several Negroes had to stand near the front of the car, the operator refused to let a Negro woman off the car via the front door. The operator told her that he had instructions not to allow colored passengers to make their exit via the front door. The woman told him that the car was crowded and that it

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was utterly impossible for her to push to the rear. The operator continued to refuse her in an offensive way, but when a white passenger got off at the next stop, the Negro woman followed him.

The passenger's assumption of the operator's responsibility for the direction of the separate seating of the races is the cause of considerable racial misunderstanding on street cars and busses. While the Power Company instructs its operators to supervise the separate seating of the races, operators are extremely dilatory in this respect. Thus white and colored passengers are left free to make seating adjustments themselves. A Power Company official justifies the negligence of its operators to assume the above responsibility on the grounds that they are engrossed in their work. On one occasion a white male passenger sitting near the center of the street car refused to permit Negroes who were standing to occupy two vacant seats in front of him; nor would the passenger move forward. He told the Negroes that other whites would get on later and occupy the seats in front of him. The operator did not interfere.

5. There is no evidence of the type and nature of instructions to operators on treatment of colored passengers. The public is advised, but the operator is the source of many difficulties.

When a Power Company official was asked if any special instructions pertaining to the treatment of Negroes were incorporated in their training course, his answer was "I'm not sure about that. I'll have to let you know tomorrow." Two days later the same official graciously refused to answer the question: "I would just rather not...." he said.

For the most part, the articles in <u>Two Bells</u>, an organ published weekly

by the Georgia Power Company, appeal to passengers to avert situations on street cars and busses which may prove embarrassing to persons of both races. The publications urges the fullest use of available seats; the seating of members of one race together when persons of the other race are standing, etc. It should also be noted in this connection that according to the statement of a transportation official "the Company's policy is not to have rigid demarcations but to let the passengers work things out between themselves." Such a policy is highly unsatisfactory in that it relieves the operator of his special duties and responsibilities and places these duties and responsibilities upon the passengers themselves.

III. Terminal Facilities and Services

6. The separate waiting rooms which are provided for colored passengers at Terminal and Union Railroad Station and at the Greyhound Bus Terminal are unsatisfactory.

While the size of the colored waiting rooms at Terminal and Union Stations is fairly satisfactory for the accommodation of colored traffic; at the Greyhound Bus Terminal the waiting room space for colored is decidedly inadequate. Telegraphic substations are maintained in the Terminal Station and the Greyhound Bus Terminal in the white waiting rooms, while no such facilities are found in any of the waiting rooms for colored passengers. No telegraphic service is maintained in the colored waiting room at the bus station, while in Atlanta's train stations, colored waiting rooms are provided with "Direct Wires to Western Union." Although public telephones are maintained in both white and colored waiting rooms at the three stations, the smaller number provided for Negroes is insufficient to meet the demand for telephone service. White waiting rooms at all stations are provided with newsstands; only the colored waiting room at the Terminal Station has this service.

7. Colored rest room facilities at all stations and the airport are unequal to those for white passengers. All colored restrooms are smaller than the white rest rooms at the same station. Colored rest rooms at Terminal Station and at the Bus Station are very unsanitary. Restrooms for colored passengers at the Bus Station are located several feet below the street surface. Indirect ventilation is accomplished by way of two windows which open to an iron grill on the sidewalk above. Lounges provided for colored women at Union and Terminal Stations are not as adequately furnished nor are they as comfortable as the lounges for white women. At the Bus Station, no lounge is provided for colored women — not even a chair in the rest room, while a lounge is provided for white women at this station.

8. The eating facilities provided for colored passengers at the stations and at the airport are not comparable with those provided for white passengers.

Restaurants for white passengers at Terminal and Union Station, the Greyhound Bus Terminal, and the Airport are well equipped and adequate in size to accommodate passengers. Terminal Station is the only station in the city which offers the service of a restaurant to colored passengers; this restaurant, however, is not equipped to give complete food service. There is in the colored waiting room at Union Station a small food counter at which no seats are provided. Only ready-prepared sandwiches and drinks are sold here. The food counter for colored passengers at the Bus Terminal is equipped with a small number of stools for customers. Negroes who seek food service at the airport are invited to the kitchen.

9. Unsatisfactory travel service is given colored passengers.

Ticket service furnished colored passengers is slow and unsatisfactory at both Terminal and Union Stations and at the Greyhound Bus Station. At each station, the ticket office is placed between the colored and white waiting rooms, with separate windows opening to each room. At Union Station, where no special agent is designated to serve colored passengers, Negroes must often wait long periods of time for service while agents are serving white passengers. At Terminal Station, Negroes must enter a half-wood half-glass enclosure to purchase tickets. Only one agent is usually on duty to serve colored passengers, while two, four, or five serve white passengers. Occasionally, however, a second agent serves Negroes at a second window. At the Bus Station, there is only one window operating for colored, opening into the colored waiting room, although there are six openings to the white waiting room. Only one agent ever serves Negroes at the bus station, no matter how great the demand for service to Negroes may be.

At Terminal and Union Stations, colored passengers are given information at a window opening to the information office which also serves white passengers. Service to Negroes is slow and unsatisfactory. At the bus station, there is an information office in the white waiting room, but none in the colored waiting room. Negroes desiring information must obtain it from the one ticket agent who serves colored passengers.

10. The pattern of taxicab service to and from the municipal airport is discriminatory against Negroes.

Negroes who miss the Belle Isle bus which runs to and from the city and the airport must take a Harlem Cab which charges a straight fare of $4.50 for one way transportation. White passengers ride in Yellow Cabs which are metered and cost considerably less.

11. Taxi service at the railroad and bus stations is unsatisfactory.

At Union Station there is no taxicab stand for colored autos for hire -- cabs must load and unload passengers and quickly drive on. The stand for white cabs extends to the entrance to the colored waiting room. At Terminal Station there is a taxicab stand for colored passengers, but since the colored waiting room is below street level, passengers must go down eight steps from the street to enter the colored waiting room. Taxicabs for white passengers occupy a stand immediately in front of the white waiting room. At the Greyhound Bus Terminal, cabs for white passengers may park directly in front of the entrance to the white waiting room, but the stand for colored cabs is located across the driveway over which busses enter the tracks. Thus colored passengers arriving in taxicabs must cross this driveway in order to enter the colored waiting room.

12. Terminal personnel is often discourteous to colored passengers.

Ticket and information agents at the train and bus stations are often curt and discourteous to colored passengers. An observer at Terminal Station reports overhearing a ticket agent bitterly reprimand a Negro who had not made it clear whether or not she wanted a ticket to Cleveland, Ohio, or Cleveland, Tennessee.

Gatemen at the train stations are often discourteous, also, to colored passengers. A redcap at Union Station told an observer that one of the gatemen "is as mean as he can be. He holds the colored back until all the white people have gone down to the trains." Observers report that at both Terminal and Union Station gatemen often speak sharply or indif-

ferently to Negroes requesting services and information, and that they often refuse Negroes services which they give to white people. For instance, a train caller at Terminal Station refused a Negro woman a pass to go down to a train to get her her young nephew who had traveled from Birmingham, and who had been told by his mother to wait on the train until his aunt came for him. He also refused both white and colored Travelers' Aid workers who requested that he give the Negro women a pass to the train. While the Negro woman was being denied this service, the station employee issued passes to trains to white people.

IV. Local Transportation Problems

13. There is a lack of transportation facilities for new Negro communities.

White residential zones, a considerable distance from the business district of the city, are provided with trackless trolleys and busses operated by the Georgia Power Company. No Negro residential zone at, or near, the city limits boundary is served by these Power Company traction facilities.

The Power Company refused service to the colored people in the new Dixie Hills and Pine Acres section, where at present a private Negro bus line is in operation. The company said the Negro population of this area did not warrant its extension of service.

14. There is discrimination in school transportation provided for Negro children in Atlanta and Fulton County.

No provision is made for transporting Negro high school pupils in Fulton County to Booker T. Washington High Schools, the only Negro high school in the County. Not only are there county high schools for white pupils, but transportation to and from these schools is furnished to white pupils. The white students of Fulton County benefitted from a total expenditure

of $54,341.90 for school transportation during the school term 1943-44, while no expenditure was made in this county for conveying colored students to and from schools. (These figures are taken from the Annual Reports of the Department of Education to the General Assembly of the State of Georgia for the Biennium ending June 30, 1944.)

The City of Atlanta itself does not maintain or operate busses for the transportation of school pupils, but the street car and bus company — Georgia Power Company — which serves the city makes distinction in type of facility and service for white and colored students, for while the Company runs extra cars and busses to some of the white high and junior high schools, no such service is provided for colored pupils except to Washington High School by street cars which all persons may use.

15. Negroes are unable to rent "U-Drive-It" cars unless a white person acts as a go-between for them.

The Hertz and Belle Isle Companies flatly refused to rent cars to Negro observers, employees telling them that "we don't handle colored rentals." An employee of the Dixie Company told a Negro observer that all cars were leased to the telephone company, but referred him to the other companies where "rent-a-car" service had already been denied him.

16. Taxicab drivers who haul white passengers to and from Negro sections of the city resort to spiels and subversive tactics.

V. Rail Carriers

17. Facilities and services in coach travel for colored passengers are inadequate when compared with facilities and services for white travelers.

The coaches and/or compartments set apart for Negroes are usually more inferior; the facilities, such as reclining chairs, air conditioning, seat covers, and the like, are more often provided in the white day coaches than in the coaches left for colored passengers. The coaches for colored and the rest room facilities in the coaches are comparatively more unsanitary.

Colored passengers are more frequently the victims of insults, inhuman treatment, and the discourteous actions of white trainmen.

18. Negroes are sometimes transported in baggage cars which have not been converted into passenger coaches.

Observers have ridden on trains on which Negroes are carried in such baggage cars, and have taken pictures of Negroes riding in these cars. Nevertheless, the Atlanta District Manager, Car Service Division, Association of American Railroads, told an observer that "it is absolutely against company rules to use unconverted baggage cars for passengers" and that no such cars are used.

19. Special techniques are employed by railroad company agents and employees in handling colored passengers who request and/or purchase Pullman reservations.

Negro travelers have reason to suspect that sometimes telephone and other codes are used by agents to reveal the racial identity of persons seeking reservations, the purpose of which is the denial of this service to Negroes.

Pullman accommodations are purchased with considerable difficulty by the "rank and file" of Negroes. A "special class" of Negroes and other Negroes

who have "proper contact" with agents and other white persons experience little or no trouble in purchasing accommodations.

Railroad companies are committed to the policy of selling "special" Pullman space to Negroes at the ends of cars, in lower 13, etc.

20. White train officials occupy seats in colored coaches, even when the coaches are so crowded that colored passengers must stand.

An observer reports that on one train trip "the train conductor occupied two double seats in the first car for colored passengers. Two ladies who stood by these seats presently sat in them when it appeared that the conductor would not be using them for awhile. A colored man called to them: 'Better get up; the conductor's already moved two women from those seats.' The women relinquished the seats. A Negro man later sat in one of the seats. The conductor came in and said to the Negro man: 'You get outa this seat; you can't sit there!' The passenger moved. Shortly after the conductor had retired from the coach a white man in civilian clothes came in, sat down in one seat and spread his feet across to the other seat. He said the conductor told him to 'hold' the other two seats." Occupation by a white passenger of a seat in the colored coach is unlawful.

21. Curtains are used in dining cars to separate the colored passengers from white passengers in the rest of the car.

Two tables are reserved for colored passengers, unless colored passengers do not present themselves for service, in which case, the entire car is left open (curtain is not drawn) to white passengers. The general policy of dealing with the races in the diner is very largely determined

by the steward-in-charge. A dining car union official told an observer that "the steward interprets the policy as he sees it. Some stewards are liberal and some are very prejudiced." The pulling or pushing back of the curtain to separate colored and white passengers is the sole responsibility of the steward.

The system operates to the disadvantage of the colored passenger. The Negro is sometimes denied service: frequently, he has to wait unduly because his station is occupied by white passengers, and he is not permitted to occupy stations reserved for whites.

VI. Bus Carriers

22. There is usually a great delay in selling tickets to colored passengers since there is only one ticket agent on duty at one colored ticket window, no matter how large the crowd of colored passengers may be awaiting ticket service.

One Negro told observers that he had to wait in line one hour and forty minutes for ticket service. Another Negro who was number twenty-five from the window in the ticket line told an observer that he had already waited in line for 45 minutes. Three, four, five, or six agents serve white passengers. Negroes often miss busses because they are unable to purchase tickets — drivers of busses are not allowed to sell tickets to passengers who board the bus at the Atlanta station.

23. Seating facilities provided for Negroes on inter-city busses are usually inadequate.

An official of the terminal company told an observer that it is the policy of the bus companies using the terminal to reserve the long back seat for colored passengers. Instructions from one of the larger companies defi-

nitely instructs drivers to reserve the long back seat as "minimum space" in which to seat colored passengers. Repeated observations show, however, that in actual practice the long back seat becomes the only space for seating colored passengers, and when more than five or six Negroes are waiting to board a bus, the driver may refuse to transport more than five or six (the number who can "squeeze in" the long back seat), telling the other Negroes to wait for the next regularly scheduled bus. Observers report, however, that drivers often refuse to take colored standers, although white standers are transported. If only one or two Negroes are waiting to board a bus, the driver often fills his bus with white passengers, requiring the Negroes to stand or to wait for the next regularly scheduled bus. Sometimes white passengers stand even though there are empty seats by colored passengers on the long back seat, but at other times white passengers occupy such seats beside colored passengers. If there are empty seats by white passengers, however, in seats other than the long back seat, colored passengers are not allowed to sit there, even though they may have to stand.

24. When there are too many passengers for one bus, a second section is often run.

This second bus is almost invariably of an older and less comfortable model than the first bus. Colored passengers are often transported only on the second bus.

25. White and colored passengers on some busses are separated by a curtain which hangs from the baggage r ck to the back of the seats.

The driver is supposed to adjust the curtain to apportion seating space according to the proportion of white and colored passengers riding the bus on each trip. What acually happens, however, is that the curtain

is adjusted at the beginning of a trip but is not usually readjusted when the number of colored passengers increases beyond the number who are provided seats behind the curtain. In one instance, colored passengers had to stand, even though there were six or eight vacant seats in the white section in front of the curtain. The driver is more apt to readjust the curtain if the number of white passengers increases beyond the number who are provided seats in front of the curtain.

VII. Extra-Legal Aspects

26. By law, railroad train conductors and operators of municipal street cars and busses are granted police powers. The result is that the interpretation of "separate but equal" and "usual and ordinary travel" becomes arbitrary with the conductors, operators, and companies themselves. To have a "white policeman" on every train, every street car, and every bus may mean that we have as many laws (for all practical purposes in the exercise of authority) as we have trains, street cars, and busses.

Thus some bus companies and drivers interpret "separate and equal" and "usual and ordinary travel" as meaning that the long back seat of a bus is the only space which must be given to colored passengers. Other drivers interpret it to mean that colored passengers may occupy the long back seat if the number of white passengers riding the bus is not sufficient to require their use of that seat. Some street car operators interpret instructions that colored passengers must leave by the rear door only to mean that in no case may a colored passenger make an exit via the front door, no matter what the circumstances may be. Some operators interpret their police powers to mean that they may order off the car or assault any Negro who protests any action of the operators. Railroad companies interpret "separate but equal" and "usual

and ordinary travel" to mean that colored passengers may be crowded as standers into one coach or part of a coach, or may be sent to the baggage car, while white passengers are provided with an adequate number of coaches; they also interpret the law to mean that colored coaches may be of an older and less comfortable design than those provided for white passengers.

Dr. Charles S. Johnson, Chairman
Executive Committee
Southern Regional Council, Inc.

Dear Dr. Johnson:

The committee which you named to discuss and make suggestions to the Executive Committee on the SRC's study of racial separation in transportation in Atlanta submits the following report:

It is believed that the materials collected and presented can serve as a useful basis for social action in the field of racial discrimination in Atlanta.

It is suggested that a full and complete analysis of conflict and undemocratic situations arising under the separate but equal laws of this community be undertaken by the Southern Regional Council.

It is suggested that as these studies are made, and, whenever there is sufficient material to warrant and justify action, that the Council initiate such action forthwith by going to the authorities, agencies, or institutions involved, presenting the material and urging corrective action. In making these presentations the Council should enlist the support and cooperation of other local agencies.

It is suggested that the enclosed recommendations on the Atlanta study be used as the basis for immediate action in this community.

It is suggested that a number of copies of the full report be kept available for study and analysis at the SRC offices, and that a digest of this report be prepared for distribution to the SRC membership.

It is suggested that plans be developed for initiating a public education program designed to correct these situations.

It is our belief that this method of social analysis, followed by the social education and action which the problems discovered might suggest, should be used immediately in as many communities as possible throughout the South.

It is suggested that the Executive Committee might act to organize and finance such studies.

Respectfully submitted,

John A. Griffin
Mrs. Grace T. Hamilton
Mrs. E. G. Mackay
Benjamin E. Mays
Philip Shulhafer
Guy B. Johnson
Ira DeA. Reid

MOREHOUSE COLLEGE

ATLANTA, GEORGIA

November 10, 1945

OFFICE OF THE PRESIDENT

Doctor Ira De A. Reid
63 Auburn Avenue, Northeast
Atlanta, Georgia

Dear Doctor Reid:

I have no further comments to make on the letter and recommendations which you are planning to send to Doctor Charles S. Johnson, Chairman of the Executive Committee of the Southern Regional Council. I am simply marking o.k. and initials.

Sincerely yours,

Benjamin E. Mays
President

BEM:ch
Encl

Dr. Charles S. Johnson, Chairman
Executive Committee
Southern Regional Council, Inc.

Dear Dr. Johnson:

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long strides

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(a) action designed to actually achieve the equality implicit in the law;
(b) action designed to discourage, and to seek penalties for, extralegal and administrative discriminatory practices attending racial separation.

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(c) the establishment of educational programs designed to promote public thought and discussion of the question,"Can equal opportunity actually be achieved under the 'separate but equal' tradition?"

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It is suggested that as these studies are made, and, whenever there is sufficient material to warrant and justify action, that the Council initiate such action forthwith by going to the authorities, agencies, or institutions involved, presenting the material and urging corrective action. In making these presentations the Council should enlist the support and cooperation of other agencies, such as the Chamber of Commerce, churches, and civic groups.

It is suggested that a number of copies of the full report of Racial Separation in Transportation be kept available for study and analysis at the SRC offices, and that a digest of this report be prepared for distribution to the SRC membership.

It is our belief that this method of social analysis, followed by the social education and action which the problems discovered might suggest, should be used immediately in as many communities as possible throughout the South.

It is suggested that the Executive Committee might act to organize and finance further studies in this field in Atlanta and the South, and that action on this section of the report should be instituted not later than January, 1946.

Respectfully submitted,

John A. Griffin
Mrs. Grace T. Hamilton
Mrs. E. G. Mackay
Benjamin E. Mays ✓ B.E.M.
Philip Shulhafer
Guy B. Johnson
Ira De A. Reid

Appendix

C
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P
Y

November 12, 1945

Dr. Charles S. Johnson, Chairman
Executive Committee
Southern Regional Council, Inc.

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For the Committee

_____
Ira De A. Reid

Segregation Study

December 21, 1945

Dr. Will W. Alexander
R.F.D.
Chapel Hill, N. C.

Dear Dr. Alexander:

In accordance with your suggestion, Reid and I have worked up a memorandum on a proposed study of segregation in the South. The project would run three years and would cost from $60,750 to $74,450.

Also enclosed is a summary of the study of segregated transportation in Atlanta. We thought this would be useful in illustrating the possibilities of a segregation study.

We will be glad to have your suggestions, if any, for strengthening this memorandum before it is used as the basis of a request for funds.

I am very much concerned over the problem of increasing our general budget so that we can carry on our program more effectively. Of course, we are soon going to launch a membership drive and we are optimistic enough to hope that we might have as much as 5,000 members by the end of 1946. This would mean from $10,000 to $20,000 in dues and contributions from members and that would be a very welcome increase in our budget. In the meantime, there is the problem of seeking large individual donations. If you think it would be worthwhile for you and Dr. Odum and me to discuss these things, I could arrange to run up to Chapel Hill between Christmas and New Year's.

Christmas greetings and all good wishes to you and the family.

Cordially yours,

GUY B. JOHNSON,
Executive Director

GBJ:IBT

P. S. Please return the Atlanta summary to us. A little later we will have plenty of copies of it.

G.B.J.

Copy sent to Chicago address.

RACIAL SEPARATION IN THIRTEEN SOUTHERN STATES

A study of the laws and their operation, to ascertain the areas and techniques in which constructive social action may be promoted, and, to promote such action.

A PROJECT OF THE SOUTHERN REGIONAL COUNCIL
December 15, 1945

Purpose: This study is designed as a fact-finding and action-promoting technique in the field of racial discrimination. It is particularly directed toward discriminatory practices under the law.

Background: The study is based upon the experience of the Southern Regional Council in initiating and promoting a study of racial separation in transportation in Atlanta, Georgia. In this study we sought to discover the specific situations of conflict and tension, to find out how they arose, what was done about them, who was responsible for them, and, how they were met officially and otherwise. Only indisputable evidence was accepted and recorded. The facts, photographic and testimonial, were offered in support of each contention advanced. On the basis of the facts collected, a local committee made specific recommendations for action by the SRC and by other agencies as well. Within the six weeks since the study was presented to the SRC, the facts have been presented to ten public meetings. A more direct action program awaits the employment of a person for that purpose.

Scope: Because the field of study is so broad, the following aspects only will be included in the program:

1. A study of specific discriminatory practices and inequalities of transportation facilities and services.

2. A study of specific discriminatory practices and inequalities in institutional health and welfare services, including public health, hospitalization, and care for the indigent.

3. A study of specific discriminatory practices and inequalities in other fields of public services and administration, including police and fire protection, water, lighting, sewerage, public employment, and use of public buildings.

4. The basic laws of racial separation, how they were enacted, how they are enforced, and, the character of their observance.

Geographical Areas: The study will be conducted in one or more cities of each of the following states, depending upon time and budget limitations.

ALABAMA	ARKANSAS	FLORIDA	GEORGIA	KENTUCKY
Birmingham	Fort Smith	Jacksonville	Atlanta	Frankfort
Mobile	Little Rock	Miami	Savannah	Louisville
		Tampa		

LOUISIANA	MISSISSIPPI	NORTH CAROLINA	OKLAHOMA
New Orleans	Greenville	Asheville	Oklahoma City
Shreveport	Jackson	Charlotte	Tulsa
		Durham	

SOUTH CAROLINA	TENNESSEE	TEXAS	VIRGINIA
Charleston	Knoxville	Dallas	Norfolk
Columbia	Memphis	Houston	Richmond
	Nashville	San Antonio	

Sponsorship: The Southern Regional Council plans to sponsor this study in cooperation with Atlanta University's Department of Sociology, Fisk University's Department of Social Sciences, and, the University of North Carolina's Institute for Research in Social Science.

Promotion for Action: The Field Staffs, with the assistance of Resident Advisers or of Fellows of the SRC will visit the cities to be studied and obtain the basic facts. The Advisers or Fellows will arrange for an initial meeting with interested persons at which time the project will be explained by one of the Directors. Following the field study a meeting will be arranged for devising action programs based upon the facts. This phase of the study will be the direct responsibility of the Field Director, who will aid and abet the translation of the program into action. (The appended material on Atlanta will indicate the nature of such a meeting, the program, and the action.)

Present Status: The SRC has completed the fact-finding process of the Atlanta transportation study and of the separation laws. It has transmitted the facts to local groups for action. Meanwhile the field staff is beginning the study of discriminatory practices in institutional health and welfare services. This phase of the study has been somewhat retarded because of the need for a person to promote action program, and for the services of specialists in specific fields.

Proposal: The Southern Regional Council is requesting a grant of $ to cover the program herein specified over a period of three years. Two of these years will be devoted to the intensive fact-finding and action programs, and the final year to specific and over-all action programs by the SRC in the entire region.

The following budget, therefore, calls for the utilization of a full research and action staff for 1946 and 1947, and for the continuation of the action program in 1948.

BUDGET:	Minimum	Maximum
I. Direction and Supervision		
Director - 3 years part-time		
@ $ 2,500.00 @ $ 3,333.33	$ 7,500	$ 10,000
Field Director - 3 years full-time		
@ $ 3,600 @ $ 4,000	10,800	12,000
	$18,300	$ 22,000
II. Field Services		
1. Field Supervisors		
1 for 2 yrs @ $2,400	4,800	4,800
1 for 2 yrs @ $3,000	6,000	6,000
2. Field Workers		
4 for 2 yrs @ $2,000 - $2,400	16,000	19,200
3. Fellows or Resident Advisers		
13 - one in each state -		
Honoraria in lieu of expenses -	650	1,300
	$27,450	31,300
III. Travel		
1. For field staff in at least 2 cities in each state	3,000	3,750
or		
2. In 1 city in each state	(2,500)	(3,000)
3. Per Diem costs in lieu of expenses		
@ 5.00		
under III, 1 (150-200 days)	3,000	4,000
or under III, 2 (100-150 days)	(2,000)	(3,000)
	$ 6,000	$ 7,750

	Minimum	Maximum
IV. Promotion and Action		
Photographic Services and Paints	$ 2,500	$ 3,000
Publication of local findings	1,500	2,000
Promotion of meetings	750	1,500
Publicity Fund	650	1,300
	5,400	7,800
V. Maintenance and Operation		
Stationery	50	100
Postage and Mailing	500	1,000
Supplies	500	750
Telephone and Telegraph	600	1,000
Rent	1,000	2,000
	2,650	4,850
VI. Contingency	500	750
TOTAL	$60,300	$74,450

(Includes only maximum estimates of optional items under III)

VIII. Approximate Annual Costs

1 year	25,000	30,000
2 year	25,000	30,000
3 year	10,300	14,450
TOTAL	$60,300	$74,450

APPENDIX

C
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Respectfully submitted,

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Benjamin E. Mays
Philip Shulhafer
Guy B. Johnson
Ira De A. Reid

For the Committee

_____
Ira De A. Reid

Julius Rosenwald Fund

4901 ELLIS AVENUE
CHICAGO 15, ILLINOIS

Edwin R. Embree
President

Dorothy A. Elvidge
Secretary and Comptroller

Will W. Alexander
Charles S. Johnson
Directors for Race Relations

Fred G. Wale
Director for Rural Education

William C. Haygood
Director for Fellowships

December 10, 1945

My dear Guy: I have been thinking a good deal about the finances of the Council. I think the best way to increase the resources of the Council is on the basis of proposed projects for extending its program. I felt at the last meeting there was a considerable amount of interest on the part of the Council members in the study of separate but equal accommodations on the basis of the preliminary material that was presented on the Atlanta study. It seems to me that if we had a definite project for continuing such studies over a three-year basis that we would have a project for which we could appeal for funds. I hope, therefore, that you will work with Ira Reid on material for such a presentation.

The material should contain a discussion of the project, the organization of the project and the general scheme of the council with a budget covering a three-year period. This budget should be broken down in terms of:

1) Direction and supervision
2) Field work
3) Printing and presentation.

If you could get something ready by the holidays, you could send me a copy at Chapel Hill with another copy coming to this office. I would then perhaps try to make suggestions as to where to appeal for the funds.

I was impressed with what you said about the need for a fund raiser and the work in the South on increasing the southern income for the Council. This seems to me to be a very wise proposal and as soon as you can find a

person who could undertake it, I think we should go ahead with it if we can see our way fairly clear as to the immediate financial responsibility involved in the employment of such a person.

I shall await a further report on this matter and I am willing to cooperate just as far as I can.

With best regards,

Sincerely yours,

WWA:SO

Will W. Alexander

Dr. Guy B. Johnson
Southern Regional Council
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Sog steady

Julius Rosenwald Fund

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RECEIVED
DEC 31 1945
Southern Regional Council

December 31, 1945

Dear Doctor Johnson: As soon as Doctor Will returns to Chicago on January 4, I shall be glad to call your letter of December 21 to his attention and you should be hearing from him later.

Very truly yours,

Sumiko Ouro

SO Secretary to Doctor Alexander

Dr. Guy B. Johnson
Southern Regional Council
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

The Southern Frontier

We dedicate ourselves to the task of doing the most and the best that can be done here and now.

VOL. VI | DECEMBER, 1945 | NO. 12

SRC to Seek Mass Membership for Action

Outstanding Virginia Businessman Heads SRC for 1946. Georgia Liberal Elected Vice-President. North Carolina Educator Named New Associate Executive Director.

THE SOUTHERN REGIONAL COUNCIL headed by a vigorous Virginia businessman with a long record of service for Southern progress and better race relations, prepared this month to launch in the coming year a campaign to enlist a mass membership of Southerners and organize a foundation for greater region-wide action on the basis of plans approved at the Council's second annual meeting in Atlanta, November 14.

Paul D. Williams of Richmond, Va., vice-president of Mentzer, Bush and Company, book publishers, and vice-president of the National Council of Catholic Men, was elected president of the Council for the coming year. Frank W. Spencer, Savannah, Ga., was elected vice-president succeeding Dr. Homer P. Rainey, of Texas. Reelected vice-presidents were P. B. Young, Norfolk, Va., and Carter Wesley, Houston, Texas.

Dr. Harold L. Trigg, president of Elizabeth City (N. C.) State Teachers College and prominent Negro educator of North Carolina, was elected associate executive director to succeed Dr. Ira DeA. Reid, Atlanta University, resigned. Dr. Reid, who has served in the post on a part-time basis, will remain on the Council staff on the same basis as research consultant. Other executive officers were reelected.

Fills Odum's Prescription

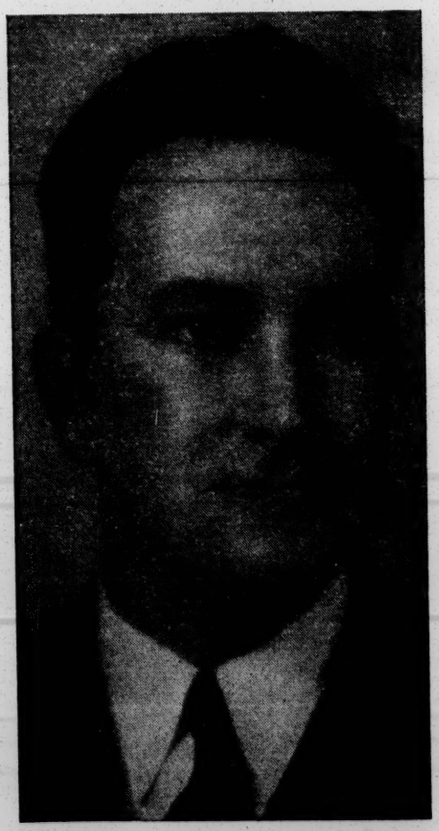
Mr. Williams, who succeeds Dr. Howard Odum of the University of North Carolina, fills Dr. Odum's long-sought prescription for an energetic, prominent Southern businessman to head SRC's expanding activities. The new president brings to the Council valuable experience in business coupled with a background of whole-hearted work in social agencies and race relations activities. He was instrumental in the organization of the Catholic Committee of the South, a group that has achieved much in the fight for Southern development and the betterment of race relations; recently he was honored as one of two recipients of the 1945 James J. Hoey Award for Interracial Justice, a national tribute of recognition.

Dr. Odum, a guiding spirit in the Council's origin and development, remains as a member of the board of directors and a tireless worker for the creation of a new and better South for all peoples.

Commander Spencer, holding a Coast Guard commission throughout the war, is master pilot and manager of the Atlantic Towing Company; he has a long and effective record in community service and progressive leadership, is a member of the Chatham County (Ga.) Board of Education and chairman of the committee for the Georgia Academy for the Blind.

Dr. Trigg, a graduate of Morgan College, Baltimore, and of Syracuse University, has wide experience in education and was for 11 years supervisor of Negro high schools in North Carolina. He has been president of Elizabeth City State Teachers College since 1939; he is president of the North Carolina Negro Teachers Association and is a lay reader and vestryman in the Episcopal Church. He has completed course requirements for his doctorate at Teachers College, Columbia University, and holds an honorary doctor's degree in education from Morgan College. His broad experience should be of great value in his new post as associate executive director of SRC.

Paul D. Williams



The appointment of Dr. Trigg as full-time associate director is in line with the expansion of SRC's staff during the past year and the working out of plans to expand the Council's activities, with the cooperation of enlarged membership, to all sections of the South and intensify action on regional, state and local levels to build a more prosperous and more democratic life for all Southern people. The keynote of the annual meeting was this expansion and intensification of activity.

Program — Past and Future

Dr. Odum, in a talk opening the meeting, recalled that when SRC was set up it was tentatively agreed that the most important domestic problem in the United States was the achievement of regional equality and balance in the nation; and that within this framework race relations and the attainment of greater opportunity for all peoples were our most specific problems. He said that he was now more than ever convinced that these were the basic principles upon which SRC must do its work. He pointed out that SRC members can devote only limited time to these problems and urged that the central office be strengthened further and given the responsibility "to see that the job is done." Dr. Odum urged that SRC "be made a Council for all the people, that all of us alike may share equally in the development of a great nation."

Dr. Guy B. Johnson, executive director, reporting on SRC activities during 1945, said the size and efficiency of the Council staff had been increased and that SRC membership had more than doubled; that thousands of Southerners had been acquainted with the work of the Council through conferences, publications and publicity. He outlined the activities of SRC through state interracial committees, local committees, cooperation with other agencies, conferences and advisory services, research projects, work on veterans' problems, campaigns for political equality and economic opportunity; he praised the work of the Council fellows in research and other activities.

Dr. Johnson said there were certain trends and issues in the South which the Council must work on wholeheartedly: (1) employment opportunities for Negroes, (2) fair treatment of Negroes in the administration of veterans' services, (3) law enforcement and the relation of the police to race friction, (4) the danger of the revival of extra-legal forces, (5)

(Continued on page 2)

THE SOUTHERN FRONTIER

Published by
SOUTHERN REGIONAL COUNCIL, INC.
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Paul D. Williams ..... *President*
P. B. Young ..... *Vice-President*
Frank W. Spencer ..... *Vice-President*
Carter Wesley ..... *Vice-President*
Charles S. Johnson, *Chmn. Executive Com.*
Guy B. Johnson ..... *Executive Director*
Ira DeA. Reid ... *Asso. Executive Director*
Emily H. Clay ..... *Secretary-Treasurer*

Subscription rate . . . . . 25c a year

ATLANTA, GEORGIA, DECEMBER, 1945

To attain through research and action programs the ideals and practices of equal opportunity for all peoples in the region.

increasing political participation by Negroes, (6) equalization of facilities and opportunities in education, health, transportation and recreation.

He stressed the need to develop the Council structure in terms of mass membership, with emphasis on state and local action; the need for greater financial support; and the importance of a clearer definition of the aims and strategy of SRC.

Dr. Ira DeA. Reid, associate executive director, opened his report by offering suggestions for more vigorous programs by SRC: (1) the need for full cooperation with agencies and individuals with specific programs in political education and action, and economic action; (2) the need for research and action in regional problems in human relations, law enforcement and observance, education, social security and household employment. Dr. Reid said he was aware of the urgency of all these problems, but suggested that SRC first create through research and education a public awareness of the problems themselves, and then design programs for local and South-wide action to solve them. He urged again, as he did at the first SRC meeting, that the Council consider the possibility of organizing annual South-wide conferences of agencies to discuss and plan action on problems of the South.

Segregation Study

Dr. Reid then reported on an exploratory study, undertaken by the Council under his direction, of race separation in Atlanta's transportation systems and an analysis of how the "separate but equal" theory operates in practice. He said the study was initiated to determine whether action could or should be taken by SRC to seek equalization of transportation facilities.

The group voted, in the afternoon session, that the transportation study be expanded and applied to other Southern cities and that SRC executives map plans for action through community groups to seek equalization of transportation facilities under the law; the board also voted that the same type of study — showing the effects of race separation — be made in the fields of health and education. Both

Harold L. Trigg (left) is SRC's new, full-time Associate Executive Director. Commander Frank W. Spencer (right) is newly-elected Vice-President.

recommendations were made on condition that funds could be obtained for further research.)

Dr. George S. Mitchell, SRC director of veterans services, reported on the functions and plans of his recently established division. He said that, after study of information and laws related to the veteran, he had visited many cities of the South to study the administration of veterans' services at first hand. These visits, he said, convinced him of the need for Negro personnel in veterans' agencies to deal with Negro veterans and their problems. He said he was also convinced that on-the-job training is the one benefit for veterans, above all others, that best fits the needs of the South. He stressed the need for increasing the opportunities for such training and said that he would call on SRC members for help during his travels throughout the region.

Progress Reported

At the afternoon session the members heard reports from Mrs. M. E. Tilly, SRC field representative for Georgia, Kentucky, Mississippi and Tennessee; and Mrs. Henry Havens, field representative for Florida, North Carolina, South Carolina and Virginia. Mrs. Tilly outlined the work of the Atlanta area committee to promote the appointment of Negro policemen and the practice of Negro doctors in the municipal hospital. She said the Atlanta group is cooperating with the Atlanta Urban League to gain improvement of Negro schools, and also outlined SRC's work in cooperation with the "workshops" for Methodist women throughout Georgia. Mrs. Havens told how the Norfolk Women's Council for Interracial Cooperation had successfully campaigned for the appointment of Negro policemen and suggested that Negro veterans who had served in the military police or Navy shore patrol are well-trained for such work. Mrs. Havens also reported that the Florida Interracial Council had voted to become a division of SRC and won the distinction of being the first state to take this step. She praised the South Carolina Committee as a "committee of action" and told of its decision to accompany Negro citizens to registration places to see that they are duly registered to vote and to be prepared to testify if they are denied their rights.

J. M. Tydings, chairman of the Kentucky Interracial Committee, was asked to report on the Kentucky Governor's Commission on Negro Affairs. Mr. Tydings said the Commission was a fact-finding body which had just completed a report which will afford a basis for "action supported by facts instead of grievances." He stressed the point that the Commission is a group interested in working *with*, rather than *for*, Negro citizens.

Other Action

In addition to action on Dr. Reid's report of segregation in transportation, the group approved the following other recommendations of the board of directors and standing committees:

1. Changed annual SRC membership dues from $1.00 per year to $2.00 and provided for a $5.00 sustaining membership.

2. Raised the subscription price of *The Southern Frontier* to $1.00 per year and approved the proposals to change the name of the magazine, to change the form to pocket-size and to publish each quarter a special issue devoted to a thorough study of one Southern problem or a set of related problems. (The new name of the publication was left to the discretion of the executive committee and will be announced later.)

3. Voted for technical amendments to SRC by-laws to clarify complications in the status of board members who become staff members; to delete the quorum requirement for annual meetings (and thus make practical functioning of such meetings possible under the proposed mass membership program); changed the official date of the annual meeting to the second Wednesday in November (previously October); provided for voting-by-mail on some matters at the discretion of the board of directors.

Resolutions

The many resolutions offered and adopted in the afternoon session were, in brief, as follows:

1. That the membership "reaffirm this 'action principle' as the policy of the Council" and that the Council "engage in only so much research as is necessary for the development of action based on adequate facts."

2. That SRC "urge upon President Truman, Senator Barkley, and all our elected representatives in Congress to prove to the people of this country and to the world that democracy can work in this country by holding HR7 before the Senate until the Senate has had a chance to vote upon it." (HR 7, bill to abolish the poll tax as a requisite for voting for federal officials, faces the threat of a filibuster.)

3. That SRC "praise the decision of Judge (T. Hoyt) Davis in the Georgia (primary election) case and urge that no attempts be made by responsible officials to circumvent this decision . . . "

(*Continued on page* 4)

The Battle for the Ballot

By STETSON KENNEDY

OUT OF THE 1944 primaries came 13 formal complaints to the U. S. Department of Justice, asking for criminal prosecution of election officials who denied Negroes a vote. However, five of these complaints were untenable because the complaints had not duly qualified to vote.

Two Deep South states have taken action to circumvent the Supreme Court's decision in the Texas case. South Carolina was the first; a special session of the State Legislature passed 147 bills eliminating from the statute books every discernable reference to primaries. This required wiping out even the laws against fraud in primaries, and made necessary dual registration (once with the party for the primary, again with the State for the general election). Moreover, party officials are left with dictatorial power to say who shall vote in the primaries—and this power can be turned against whites as well as Negroes.

It is interesting to note that South Carolina's constitution provides that the State *shall* regulate primaries and provide punishment for fraud therein. This may constitute ground for legal action against the unregulated primary.

Dangerous Devices

The only other state which shows any symptom of following South Carolina's dubious lead is Georgia. The new constitution adopted by that State in 1945 omits all references to primaries; and there may be elements in the State which will try to eliminate all statutory reference to primaries. But if Georgia is wise she will heed the warning of her League of Women Voters: "Unregulated primaries may easily become a tool in the hands of the professional politicians and result in the disgrace of our State . . . If we follow the line of freeing our primaries from all regulations, we are jeopardizing our elections, the foundation upon which our government rests."

In some of the Deep South states there have even been proposals for a return to the convention system of nominating candidates. Fortunately no state has yet been so foolish as to do this. As the *Miami Herald* commented when the proposal was made in Florida, "If candidates were selected in convention, state officers would not be the choice of the electorate but of a handful of persons, open to manipulation by politicians frequently influenced by conniving interests who would control the State for their purposes."

There is much in both the Classic and Texas case decisions to indicate that the Supreme Court will not tolerate racial discrimination via the "private" mechanism of either an unregulated primary or a convention, inasmuch as the state assumes responsibility for their actions by officially accepting their nominees.

Arkansas, however, has concocted a devious scheme which seeks to limit the political rights of Negroes in a manner beyond the law. Shortly after the 1944 primaries in which an estimated 5,000 Arkansas Negroes participated for the first time—the State Democratic convention recommended that the legislature amend its primary law to read as follows:

> "Every organized political party shall have the right to prescribe the qualifications for its own membership and shall also have the right to prescribe qualifications for voting in its primaries, provided that no political party shall by rule or otherwise deny to any citizen the right to vote on grounds prohibited by the 15th Amendment to the Federal Constitution."

Then the Arkansas Democratic convention adopted rules limiting membership in the Democratic Party to:

> " . . . white electors who have openly declared their allegiance to, and are in good faith in sympathy with, the fundamental principles, purposes, objectives, and practices of the party . . . but party membership shall not be a test for voting in Democratic primary elections."

Next, the Party's principles were reformulated to include: preservation of the poll tax, preservation of all existing Jim Crow segregation laws, and preservation of the law prohibiting interracial intermarriage. Applicants for a Democratic primary vote may be required to furnish an affidavit showing that they meet these requirements; and they may be challenged by any election judge, candidate, or candidate's agent.

Arkansas' 1945 legislature made the parties self-governing as suggested, and also established separate primaries for State and Federal officials. And so while Negroes are not permitted to join the Democratic Party of Arkansas, nor run for public office on its ticket, some of them are enabled to vote in the Democratic primary, provided they are willing to swear allegiance to the Party's principles, aforementioned, and are *otherwise acceptable to Party officials.*

The Party evidently feels it can rely upon the reluctance of many Negroes to endorse Jim Crow, the poll tax, and a Party that denies them membership and candidacy; moreover, the Party reserves the power to adopt still other principles intolerable to Negroes; and finally, it has the discretionary power to decide which Negroes—and thus *how many of them*—meet its voting requirements.

Counter Tactics

Apart from what the Supreme Court may have to say about this scheme, there is much that Negroes themselves might do. If they could succeed in voting in the primary in sufficient numbers, it is likely that the competing candidates would soon be bidding for their support by promising to rectify the Party's discriminatory practices. Should the Negroes be kept from voting in numbers large enough to bring about such changes, they will have no alternative but to go into politics on their own, as they have in South Carolina.

This would shift much of the conflict from the primary to the general election, where Negro voters have the undeniable protection of the Federal Government. The aim of such a maneuver, however, should not be a permanent political party based on race, but merely to demonstrate to white Southerners that Negro Southerners are determined to shoulder their proportionate share of responsibility in the region's public affairs. By nominating their own candidates and getting out the Negro vote in sufficient strength to pose a threat to a white majority, the Negroes could confidently expect the Democratic Party to invite them into the fold.

For the sake of an opportunity to demonstrate their solidarity with rank-and-file white Democrats, Negroes might want to forego for the time being the nomination of Negroes. But that temporary concession should not be made for anything less than equal access, in practice, to the Democratic primary. One of the white supremacists' whitest hopes is cloaked in tongue-in-cheek phrases about granting the vote to "qualified Negroes of good character and intelligence." By such pronouncements they hope to lull Negroes into a false sense of certainty that the road to democracy is clear—when all the time what they have in mind are varia-

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Editor: *November* 15, 1945

In the October issue of THE SOUTHERN FRONTIER containing my article on the poll tax there was also printed a report of the "possibility of a constitutional amendment outlawing the poll tax," quoting Senator George's opinion that this is the "proper approach," and citing Bilbo's willingness not to filibuster against such an amendment.

This report, which lacked any concrete indication of authorship, was so juxtaposed with my article that many readers might conclude that it was appended by me. To make it clear that such was not the case, I would appreciate your publishing this letter.

In my judgment, this proposed constitutional amendment, while it may have some sincere supporters, is in reality a snare and delusion to sabotage H.R. 7, the constitutional method of direct and immediate repeal of the polltax which the second annual meeting of the Southern Regional Council on November 11 urged be given a filibusterless chance in the Senate.

Sincerely,
Stetson Kennedy.

This is the last issue of THE SOUTHERN FRONTIER in its old form. In January it will come to you in convenient pocket-size — eight pages in-instead of four — designed for easier reading and better looks. Under SRC's new publications program, approved by the board of directors last month, the magazine will continue to be published monthly, and will bring you short, readable articles and news of the South-but each quarter it will be a big special issue devoted to a thorough study of one phase (or several related phases) of Southern problems and Southern development. The first big quarterly issue, next March, will present a broad study of the South by Rupert B. Vance, of the University of North Carolina.

Under the new publication program a one-year subscription to the magazine will be $1.00 per year, including the special quarterly issues, which will be from 40 to 50 pages in length and will have permanent value as a reference and study manual. For $2.00 per year the subscriber will receive the magazine plus all other publications — pamphlets and leaflets — of the Southern Regional Council, and also will be entitled to membership in SRC.

South Carolina SRC Group To Assist Negro Voters

Members of the South Carolina committee of the Southern Regional Council will assist Negro citizens in voter-registration under a resolution adopted by the group's executive committee recently.

State Chairman Marion A. Wright, of Conway, announced the decision of the committee, which was published in many newspapers. The resolution stated:

"That it is felt to be the duty of white members of our committee to lend assistant to South Carolina Negroes seeking to register for voting purposes where such Negroes meet all legal qualifications.

"Such assistance to be afforded by accompanying such Negroes to places of registration, observing the treatment accorded them, making a record of their observations and being prepared to testify, if necessary, to any discriminations which have been observed."

SRC Staffer Elected CIO Officer

The Southern Regional Council's Director of Public Relations, Ray Warwick, this month was elected second vice-president of the Atlanta Industrial Union Council, central body for the more than 30,000 CIO members in Atlanta.

A delegate to the AIUC from the Atlanta Newspaper Guild, Mr. Warwick was a trustee on the executive committee of the Atlanta CIO council for 1945. The election as vice-president is for the 1946 term. The Atlanta Industrial Union Council is the representative, policy-guiding body for the affiliated CIO unions in the area.

Pacific War Veteran Joins SRC Veterans Service Division

Harry L. Wright, veteran of three-and-a half years in the Marine Corps and 23 months in the South Pacific, joins the Southern Regional Council staff in January as assistant to Dr. George S. Mitchell, Director of Veterans Services.

Mr. Wright, a native of Jackson, Miss., and a graduate of Tuskegee Institute's business administration school, was a sergeant-major with the 51st Defense Battalion of the Marine Corps in the South Pacific. His past experience includes three years as a fiscal officer with the Farm Security Administration.

His appointment is the first of several assistants planned by Dr. Mitchell to carry out SRC's program for returning Southern veterans.

Battle for the Ballot

(*Continued from page* 3)

tions of the theme sounded by one Georgia official: "Negroes can still be required to recite the Declaration of Independence backwards and then be disqualified if they leave out any commas."

As for the more direct form of restriction — violence — its control and punishment is the responsibility of the U. S. Department of Justice. A few cases firmly prosecuted are all that is necessary to banish this method of disfranchisement forever.

The race is between die-hard white supremacists and the rising demand for democracy. The emancipation of Negroes from second-class citizenship is not one of those things which can be postponed any longer. The Deep South is confronted with the absolute necessity of undergoing this *democratic* revolution now.

There is no reason why the transition from white supremacy to real democracy should not be painless. Gov. Chauncey Sparks of Alabama and Gov. Millard Caldwell of Florida have taken the lead in publicly recognizing that Negroes must be granted their right to vote. As *The Floridian* says, "Negroes are citizens. Therefore they have the right to vote in primaries, state, national and local elections." And it goes on to say, "Under the prevailing system Negroes are automatically forced into the Republican Party. A magnanimous gesture is all that is required to bring thousands of them within the Democratic fold."

It now appears that the Deep South has the good sense to make this gesture. In addition to admitting Negroes to the 1944 primaries (which involved candidates for Federal offices), more and more cities are admitting Negro voters to the Democratic primaries in local elections. One of the latest to do this was Athens, Georgia, which the *Atlanta Journal*, said was a "sane and hopeful example."

SRC Annual Meeting

(*Continued from page* 2)

4. That SRC urge support programs "to promote fair employment practices . . .," "to assist in the attainment of full employment;" "to insure a maximum of at least 25.00 per week as unemployment compensation; to insure a basic minimum wage of 65 cents per hour."

5. That SRC "urge support of legislation . . . to equalize educational opportunity . . . without regard to race, color, or creed . . . "; " . . . urge . . . that surplus war property be distributed . . . to increase the facilities for the technical education of Negroes, particularly in the Southern region."

6. That SRC believes "that the United States Employment Service should remain under control of the Federal Government."

7. That SRC work to insure that "plans for improvement of educational opportunity through the Southern region include funds for the improvement of Negro schools proportionate to the existing need . . . "

It was voted, too, that the executive director prepare a resolution expressing SRC's appreciation for Dr. Reid's services as part-time Associate Director and the hope that he "will continue to maintain his work with the board and in collaboration with the Council;" also that a resolution be prepared thanking Atlanta University, host to the meeting, for its hospitality.

Executive Director Johnson recently issued a statement to the newspapers and news services, expressing regret that Dr. Reid was not able to assume full-time duties as director, saying, "We are delighted that Dr. Reid has consented to continue on the Council staff and to give us the benefit of his energy and ability as Research Consultant."

Board Members

Of the 11 members of the board of directors whose terms had expired and who were elected to succeed themselves the following had accepted when *The Southern Frontier* went to press:

Rufus E. Clement, Atlanta; Leonard Hass, Atlanta; E. A. McDowell, Louisville; L. D. Milton, Atlanta; F. D. Patterson, Tuskegee, Ala.; Forrester B. Washington, Atlanta; J. W. Seabrook, Fayetteville, N. C.

David D. Jones, Greensboro, N. C., was elected to the board to succeed Dr. Horace M. Bond.

Of the 19 new board members elected the following have so far accepted:

Armand May, Atlanta; J. R. Henderson, Atlanta; Rabbi Stanley Brav, Vicksburg, Miss.; Marion A. Wright, Conway, S. C.; John A. Griffin, Atlanta; P. H. Easom, Jackson, Miss.; Alfred Mynders, Chattanooga; Aubrey Williams, Montgomery, Ala.; Hodding Carter, Greenville, Miss.; J. M. Tydings, Lincoln Ridge, Ky.; Mrs. Warren Zeuch, Vero Beach, Fla.; and R. P. Daniel, Jacksonville; C. H. Parrish, Jr., Louisville, Ky.

RACIAL SEPARATION IN TRANSPORTATION IN ATLANTA, GEORGIA 1945

AN ACTION MEMORANDUM

PREPARED BY THE

SOUTHERN REGIONAL COUNCIL

(Based upon a study conducted by the SRC during the summer and fall of 1945.)

RACIAL SEPARATION IN TRANSPORTATION

ATLANTA, GEORGIA

HOW IT WORKS

A. The Laws of Racial Separation

NOTE: In general, the laws requiring separation of the races in transportation require that "separate but equal" accommodations be furnished members of each race. The law requiring separate train coaches states that space shall be apportioned according to the "proportion of usual and ordinary" travel of each race on the railroad line. Nurses and servants traveling with their employers are excluded from the operation of the separation laws. Georgia law requires that white and colored passengers must be separated in sleeping-cars, but states also that "nothing in this section shall be construed to compel sleeping-car companies or railroads operating sleeping-cars to carry persons of color in sleeping or parlor cars." This state law is practically nullified, since most sleeping-car passengers are inter-state travelers. Train conductors and street car motormen are vested with police powers to protect passengers and to enforce the separation of races laws.

No law on the statute books requires separate waiting room facilities, but a ruling by the Georgia Public Service Commission decrees that such railroad facilities shall be separate for the races. No mention is made of bus stations, however.

According to the law, "motor carriers may confine themselves to carrying either white or colored passengers, or they may provide different motor vehicles for carrying white and colored passengers; and they may carry white and colored passengers in the same vehicle, but only under such conditions of separation of the races as the Commission [Georgia Public Service Commission] may prescribe." In effect, the

Commission leaves the actual prescription of the manner of separation to the motor carrier companies themselves, since its ruling merely states that motor carriers "may carry white and colored passengers in the same vehicle, under such conditions as will provide a separation of the races in the most practicable manner."

As yet there are no laws requiring separation of the races in air travel.

Under Georgia law, "all conductors of street cars and busses shall assign all passengers to seats in the cars under their charge, so as to separate the white and colored races as much as practicable." The code of the City of Atlanta affirms that state laws requiring the separate seating of the races shall be observed and that city police shall see that conductors enforce these state laws.

City law requires the separation of races in taxicabs and hired automobiles. Each such vehicle must display a sign designating the car "For White Passengers Only" or "For Colored Passengers Only." The law also states that there shall be white drivers for carrying white passengers and colored drivers for carrying colored passengers.

1. The Situation: A negligible proportion of the cases of racial separation in transportation in Atlanta have come within the purview of the higher courts of the state. This means that by far the majority of the cases of racial friction in transportation are heard in lower courts, chiefly the local police and the Recorders Courts. This fact is supported by the statements of three outstanding Atlanta lawyers. According to these lawyers, variations in interpretation of laws on separation in the state and city may often occur because of a limited knowledge of the laws and the general level of intelligence of police officers and lower court officials.

Action: It is suggested that this state of affairs be called to the attention of high ranking city and state authorities and that they be requested to require closer scrutiny of the methods and procedures employed in handling cases involving violation of racial separation laws which come to their attention.

2. No offenses appear in the annual police court reports of Atlanta under the classification of violation of separation of races laws. The cases involving racial friction are classified under such headings as assault and battery, disorderly conduct, drunkenness, etc. These classifications include a multitude of other offenses, also. In such a system of classification of offenses, the public can have no knowledge of the chief sources of friction in racial separation in transportation.

It is suggested that proper authorities be requested to include in police records a category for racial separation violations so that an official record may be had of law enforcement in this area.

3. Some city ordinances of racial separation in transportation are violated with the assent of police officials.

Example: A portion of the Municipal Code, City of Atlanta, 1942 (62-121), under the subject, Races to Be Separated in Cabs and Hired Automobiles, reads: "There shall be white drivers for carrying white passengers and colored drivers for carrying colored passengers." Nevertheless, several Negro drivers of cars for hire in Atlanta serve white persons only. The reverse of this does not obtain except in most unusual cases. Many of the cars for hire do not comply with the exact stipulations of the ordinance covering hired automobiles. According to this ordinance, signs on autos for hire should read "For White Passengers Only" or "For Colored Passengers Only." Some cars for hire do not display such signs. The

mayor and the presiding officer of the police committee of the City Council were present when the committee in 1942 authorized the hauling of white passengers by colored drivers in hired automobiles in direct violation of the law cited above. The attorney for the city of Atlanta and two high-ranking police officials endorsed the action of the committee of the City Council. However, when an observer in August, 1945, questioned the city attorney over the telephone about the practice of colored drivers driving white passengers, he reversed the position he had taken in 1942, saying that it was illegal for colored drivers to carry white passengers.

It is suggested that acts of council should be repealed or tested for legality. When police committee actions are allowed to supersede city council ordinances, as above, social situations involving races are aggravated, particularly when the public is not advised of such action.

4. There has been a very one-sided enforcement of the law by the police authorities and the lower courts. In all court decisions coming to the attention of the Southern Regional Council, the Negro participant has been adjudged guilty.

Examples: Numerous cases of assault by street-car operators upon colored passengers have been reported. In such cases, the Negro victims are almost always forced to pay fines or to remain incarcerated at the police station for short periods of time. There is no record of charges being preferred in such cases against street car operators or local policemen who perpetrate injustices against Negroes. A case in point is that of a man and his wife who were both brutally assaulted on a street car by the operator at a downtown loading point. The man

had refused to pay a fare for one of his children whom he said was "under age." When the police officers came to the scene of the disturbance, they took the Negroes -- parents and two children -- in their police car to the police station. The operator resumed his duties.

A Negro veteran who stood at the colored entrance to the Union Station was approached by a detective. When the veteran refused to go into the waiting room at the direction of the detective, he was beaten, kicked, and arrested by the detective.

A colored Atlanta school teacher and her sister who objected to being denied bus accommodations to Athens, Georgia, after having purchased their tickets, were found guilty of disorderly conduct after they were detained for some time at the police station following their arrest. One lawyer who heard the trial said that the witnesses for the carrier company were all perjured; nevertheless, the two women who were greatly intimidated and embarrassed were adjudged guilty and required to pay fines totaling $29.00.

It is suggested that the electorate as well as some agency with considerable influence in the community initiate and follow through prosecution proceedings against police authorities and carrier employees who perpetrate injustices upon Negroes in such cases as those mentioned above. Agencies should make frequent and concerted appeals for justice for all people in the lower courts. Special appeal should be made to the lower court judges themselves.

5. State and local laws requiring separate but equal accommodations consistently refer to "colored persons" or "persons of color," not to "Negroes";

yet persons of color other than Negroes are often accorded the same accommodations under the law as white persons.

Example: The definition of a "white person" by Georgia law is a person of the white or Caucasian race, who has no ascertainable trace of either Negro, African, West Indian, Asiatic Indian, Mongolian, Japanese, or Chinese blood in his veins. Nevertheless, these "other than white persons" use waiting facilities set aside for white passengers, ride on train coaches set apart for white people, seat on street cars "from front toward rear" as the Georgia Power Company policy directs white passengers to do.

B. Nature of Terminal Facilities and Services in Atlanta

5. Confusion and friction often result because there are no signs at the front of the stations pointing out the white and colored waiting rooms. Since the colored waiting rooms are located at the sides, and are not readily seen from the front of the stations, Negroes often enter stations through white waiting rooms.

Example: Observers report that although in most such cases there is no friction, in other cases, policemen and station officials roughly demand that Negroes get out of the white waiting room. Negroes have no way of knowing that they will not be molested if they pass through the white waiting room. On one occasion a policeman approached a Negro woman who had gone into the white waiting room by mistake and told her to "git back where niggers are supposed to be."

It is suggested that station employees and other persons who work on the premises should be urged to deal courteously and less opprobriously with colored passengers if there is to be less friction in the enforce-

ment of existing laws.

6. Example: White and colored passengers sit side by side in the concourse, receive service at the same baggage window, use the same booth telephones, photo booths, and fruit stand in the concourse. Negroes also enter the white waiting room to receive service at the Western Union substation, and observers report that Negroes may make purchases at the soda fountain and newsstand in the white waiting room.

It is suggested that so long as there is a law regulating separation, that facilities and services which are to be used by both races be located in a central place rather than in one waiting room so that the possibility of friction between the races in the use of the facilities will be lessened.

7. Although basic facilities and services are provided separately for white and colored passengers -- as waiting rooms, rest rooms, eating facilities -- certain facilities and services either appear only in white waiting rooms and not in colored waiting rooms, or are more adequate in white waiting rooms than in colored waiting rooms. When such is the case, it cannot be said that facilities and services are equal in each waiting room.

Example: At Terminal Station there are a soda fountain-newsstand, 11 booth telephones, and a counter at which calls may be placed and change made, both a direct wire to Western Union and a Western Union substation, while in the colored waiting room there is no soda fountain; there is a newsstand where merchandise is not comparable to that in the white waiting room; there are only 2 booth telephones, and a direct wire to Western Union (no substation).

At Union Station there are 5 booth telephones, 2 direct wires to Western Union, and a newsstand in the white waiting room. In the colored waiting

room there are no such facilities in the waiting room proper, although there are two booth telephones and one direct wire to Western Union in a vestibule adjoining the colored waiting room. There is no newsstand, however.

Although at Terminal Station Negroes have often been observed to receive service at the Western Union sub-station without friction, at other times there their presence has led to conflict. Such was the case early in April of 1945 when two Negro soldiers who had gone in the white waiting room to send a telegram were beaten by two M.P.'s and a train caller.

It is suggested that if separate facilities are to be maintained, the same facilities and services should be supplied in the colored waiting room as are supplied in the white waiting room or that the facilities be centrally located.

8. Ticket service provided for Negroes is inadequate during most periods of the day, and, during rush hours, particularly, is far less adequate than that provided for white passengers.

Example: At Terminal Station there is a half-wood, half-glass enclosure through which Negroes must enter to purchase tickets. Four windows open from the ticket office to the enclosure, but on no occasion during almost daily periods of observation were more than two of the windows open. Service to white passengers is given over a counter, running the entire length of the ticket office and the width on the side. The number of attendants serving white passengers seems to vary with the hour of day or night, and with the volume of business. As many as 7 attendants have been observed to be on duty at one time, although the number is usually 3, 4, or 5. One agent seems to be permanently stationed to serve Negroes,

although a second attendant was observed to serve at a second window during certain rush hours. Thus service to Negroes is much slower and more inadequate than that to white passengers.

At Union Station there are five ticket windows opening to the white waiting room, although one of these seems to be permanently closed. Of the remaining four, one or two were often closed during periods of observation. Three windows open to the colored waiting room, but one was closed during all periods of observation. At Union Station, no one attendant seems to be designated to serve Negroes. During most periods of observation when the station was not crowded, white and colored passengers seemed to be served in due turn. It was when the volume of business was heavy that the separate ticket service discriminated against Negroes, for observers report that the ticket sellers waited on white passengers instead of Negroes, and that only one ticket seller served Negroes, while two or three ticket sellers served white passengers.

It is suggested that the discrimination arising under such separation be pointed out to the public, the carriers, and the terminal officials. It is also suggested that these facts be made known to the proper authorities in charge of the stations with a view to making the service rendered the two races under the separate system more nearly equal. It is also suggested that the enclosure at the colored ticket window at Terminal Station be removed.

9. Information service rendered to colored passengers, particularly at the Terminal Station, is unsatisfactory.

Example. While one or two attendants stand at the counter to serve white passengers, Negroes are served by the telephone-information attendants, who give the information to the seekers without leaving their post of duty in the white waiting room. An observer reports that it is often hard to hear the information given by the attendants. It has also been observed and reported to observers by travelers and redcaps that Negroes hesitate to avail themselves of the information service provided at Terminal Station because the attendants seem unwilling to render service to Negroes.

It is suggested that the unequal practices which prevail under the separate system be made known to the public and that the proper station authorities be requested to make the service more nearly equal.

10. The rest rooms provided Negroes are smaller and less well-equipped than those provided for white passengers. Full or part-time maid and porter service is provided for white passengers, but not similarly for colored passengers. The inequality in facilities and services is particularly noticeable in the lounges provided for women and in the "extra" service provided for men, as in shoe shining, pressing, and bathing facilities.

Example: Lounges for white women are furnished with several leather couches, chairs, desks, baby beds, while those for colored women have a fewer number of such conveniences and less comfortable ones. At Terminal Station, there is in the white men's room a pressing unit, showers, and porter service, while colored men have no such services. Toilets for colored passengers are often reported as dirty, foul, and unsanitary. The colored women's rest room is located on the street and is easily seen into from the viaduct crossing.

It is suggested that the public be informed of such inequalities and that the proper station authorities be requested to take such steps as will reduce the inequalities to a minimum. It is also suggested that the City Health Department should make periodic inspection of restrooms and require that they meet at least the minimum standards of health and decency.

11. The eating facilities provided for colored passengers are not comparable in size, equipment, or service rendered with those provided for white passengers.

Example: Terminal Station provides a restaurant for colored passengers, but Union Station does not -- there is in the colored waiting room a small food counter at which no seats are provided. Only ready-prepared sandwiches and drinks are sold here. A restaurant with counters and table service is provided for white passengers at Union Station. The menu usually includes one or two hot dishes, ready-prepared sandwiches, drinks, and the like. At Terminal Station there is a cafeteria for white passengers. Much the same menu is served in the restaurant for each race, but food service is better in the cafeteria for whites than in the restaurant for colored passengers, which is substandard, and below the accepted standards of sanitation and decency.

It is suggested that the public be informed of the unequal facilities and services which prevail and that the proper authorities be contacted and requested to equalize the eating facilities. It is also suggested that the City Health Department should make periodic inspection of restaurants and other eating facilities and should require that they meet civilized urban standards.

12. Public baggage checking facilities are not as adequate for Negroes as for white passengers.

Example: In the white waiting rooms at Terminal and Union Stations there are steel lockers with 10¢ key rental, but no such lockers are located in the colored waiting rooms. Both races use the lockers located on the concourse.

It is suggested that the situation be called to the attention of the proper station authorities and that public steel lockers be placed in the colored waiting rooms.

13. Station officials and policemen at the stations are often discourteous to members of both races, but observers report that the discourtesy is more pronounced toward Negroes than toward white passengers and that Negroes often have difficulty in receiving ordinary courtesies and services.

Examples: Ticket and information agents at the train stations are often curt and discourteous to colored passengers. An observer at Terminal Station reports overhearing a ticket agent bitterly reprimand a Negro who had not made it clear whether or not she wanted a ticket to Cleveland, Ohio, or Cleveland, Tennessee.

Gatemen at the train stations are often discourteous to members of both races, but the discourtesy toward Negroes is more flagrant. A red cap at Union Station told an observer that one of the gatemen "is as mean as he can be. He holds the colored back until all the white people have gone down to the trains." Observers report that at both Terminal and Union Stations gatemen often speak sharply and indifferently to Negroes

requesting services and information, and that they often refuse Negroes services which they give to white people. For instance, a train caller at Terminal Station refused a Negro woman a pass to go down to a train to get her young nephew who had traveled from Birmingham, and who had been told by his mother to wait on the train until his aunt came for him. He also refused both white and colored Traveler's Aid workers who requested that he give this woman a pass to the train. While the Negro woman was being denied this service, the train caller issued passes to trains to several white people. It should also be remembered that under this racial system white patrons who have received discourteous treatment may protest more effectively to management than can colored patrons.

It is suggested that the train station managements be requested to give specific written instructions on the fine points of courtesy to all their employees. These instructions should recognize the numerous complaints which have been made by Negro passengers and should demand improvement in station policy and practice in dealing with colored passengers.

14. The waiting room for colored passengers at the Greyhound Bus Terminal in Atlanta is much smaller than that for white passengers and is not adequate to handle even the normal volume of Negro traffic.

Example: The white waiting room is approximately 60 by 60 feet, while the colored waiting room is approximately 30 feet by 24 feet, including the lunch counter. At no time of observation did observers report the presence of "standers" in the white waiting room. Crowds of white and colored passengers are reported as waiting on the concourse, but no standers were ever in the white waiting room proper. At no time of ob-

servation did observers report the presence of "standers" in the white waiting room. Crowds of white and colored passengers are reported as waiting on the concourse, but no standers were ever in the white waiting room proper. At no time of observation was every seat taken, either. At times the empty seats were scattered over the room and numbered only five or ten, but every seat was not taken. In the colored waiting room, however, the presence of standers was often reported; colored passengers often sit on suitcases and boxes and stand both within and without the waiting room.

It is suggested that the colored waiting room be enlarged so as to more adequately accommodate passengers.

15. The entrance to the colored waiting room is located, at the Greyhound Bus Terminal, between the rear entrance to the kitchen and the rear entrance to the baggage room, and is usually cluttered with trash and garbage cans, as well as baggage.

Example: Cans and boxes of garbage are placed just outside the colored waiting room entrance. The Terminal trash is burned on this same site. On September 1, for example, an observer noted the following: "The setting in front of the colored waiting room included: six garbage cans, four filled to capacity and open; a few wooden boxes which had been unloaded of their wares; trucks which convey baggage to and from busses; and a big fire from which smoke blew into the colored waiting room." Observers report much the same picture at every period of observation.

It is suggested that since the garbage cans and other filth near the colored waiting room contribute to an unhealthful condition, and that since the accumulation of baggage near the entrance to the waiting room

is unsightly and inconvenient for colored passengers, that both these conditions be corrected. This correction should be urged upon the station manager before appealing to any outside persons.

16. There are no signs at the main entrance to the station or on the concourse to direct the way to the white and colored waiting rooms. This lack of direction often makes for confusion, particularly since the colored waiting room is located at the side of the station and Negroes who enter the white waiting room are often brusquely ordered out. There is a door opening from the colored waiting room to a passageway to the white waiting room, but observers report that this door is little used by colored passengers. Four doors open from the white waiting room immediately to the concourse, but the entrance to the colored waiting room is not readily observable on the concourse.

Example: Observers report that Negroes disembarking from busses on the far side of the station from the colored waiting room are often confused in their attempts to locate the colored waiting room. Observers also report that although at times Negroes have entered the white waiting room without friction, on other occasions such entrance has constituted a serious offense. On one occasion, according to a police report, a Negro woman started to enter the white waiting room, not realizing, she said, what she was doing. A bus driver grabbed her as she went in the door and severely beat her.

It is suggested that the station be redesigned or its facilities be rearranged so as to make the colored waiting room more accessible to the concourse, and more available to the travelling public.

17. Certain facilities which are found in the bus station white waiting room are either lacking altogether in the colored waiting room or are present in smaller numbers than the smaller volume of Negro traffic would seem

to warrant.

Example: There is a newsstand in the white waiting room in connection with the restaurant, at which candy, smokes, fruit, and various patent commodities, souvenirs, and the like are also sold. Negroes may purchase fruit, smokes, candy, and the like at their lunch counter, but there is no newsstand there. In the white waiting room there is a direct wire to Western Union and a Western Union substation. There are no telegraph facilities of any sort in the colored waiting room. There are eight booth telephones in the white waiting room and only one in the colored waiting room.

It is suggested that the same facilities and services be provided in the colored waiting rooms as are provided in the white waiting room, or that if facilities are to be used by both races, they should be conveniently accessible to both races.

18. Although from two to six ticket windows are open to the white waiting room, depending on the hour of day or night and the volume of business, there is only one window opening to the colored waiting room, and only one attendant is on duty there, no matter how large the crowd waiting for service. Thus while the service for white passengers is expansible, that for Negroes is not, and the ticket line in the colored waiting room is often long and slow. Many Negroes miss busses because of their inability to purchase tickets in time.

Example: A Negro observer reports that on one occasion it took him almost 40 minutes to purchase a ticket, as the line was so long. On another occasion a Negro told an observer that he had had to wait in line one hour and forty minutes in order to buy a ticket, and another

man who was behind 25 persons in the line said that he had already waited for more than 45 minutes.

It is suggested that here again there is need for designing the bus station so that the number of ticket windows in the colored waiting room could be increased, as well as the number of attendants on duty to serve colored passengers.

19. Although there is an information office in the white waiting room at which an attendant supplies information to white passengers, the only information service rendered colored passengers is thatgiven by one ticket agent who serves colored passengers. Such an arrangement means that the information service rendered to colored passengers is by far inferior to that rendered white passengers. The fact that the ticket agent must also supply information to colored passengers means that ticket service is slowed considerably, and if the ticket line is long, the passenger who wishes information only has a difficult time obtaining it.

It is suggested that the station manager be required, under the separate but equal theory, to supply the colored passengers with information service comparable to that provided for white passengers.

Example: The rest rooms for white passengers are located on the same floor as the waiting rooms and are well-lighted and ventilated, but those for colored passengers are located in the basement and are dirty, unsanitary, and poorly ventilated. The steps leading to the rest rooms in the basement are literally caked with garbage and other kinds of filth. The only ventilation is supplied through two windows which open to an air space covered by an iron grill on the sidewalk above.

It is suggested that the station management be requested to correct these disparities. The restrooms should also be periodically inspected by the City Health Department and required to meet certain high standards.

21. The types of facilities provided in the bus station rest rooms for white passengers are greatly superior to those in the colored rest rooms.

Example: In the rest room for white women there are two free toilets, and five wash basins, in addition to four pay toilet-washroom compartments, containing a toilet and a wash basin, and one bathroom equipped with shower, toilet, and wash basin. In the washroom for colored women there are three wash basins, two free toilets, and one pay toilet -- no washroom compartments or showers. Showers are provided for white men in the basement, but no such convenience is provided for colored men. Although there is a lounge for white women, there is no such room for colored women; in fact, there is not even a chair or table for colored women in the wash room.

It is suggested that in the interest of equal facilities, the station management should be requested to correct these disparities.

22. The eating facilities at Greyhound Bus Terminal provided for colored passengers are not comparable in size, equipment, or service rendered, with those provided for white passengers.

Example: The restaurant for white passengers is a large room, containing three marble-topped counters seating about 15 people each, and 12 booths, seating four people each. Negro passengers are served at a lunch counter in the colored waiting room. There are ten stools to the counter. The fact that the lunch counter is not set off from the waiting room and that there are not many seats in the waiting room encourages loitering at the lunch counter.

Daily menus and food prices are the same for both races. Both restaurants are described by observers as often dirty and the service as slow.

It is suggested that some attempt be made by the bus station management to provide the same type of meal service for colored passengers as is provided for white passengers. It is also suggested that the City Health Department should make periodic inspection of eating facilities in the bus station and should require that they meet certain high standards.

23. Public baggage checking facilities in the colored waiting room are less adequate to care for the needs of passengers than are those in the white waiting room.

Example: In the white waiting room there are 172 public steel lockers -- 10¢ key rental -- but in the colored waiting room there are only 8 such lockers. An additional 40 lockers are located on the concourse, but since these may be used by members of both races, they do not make equitable the number of lockers available to Negroes.

It is suggested that since the present size of the colored waiting room is inadequate for more checking facilities, the waiting room should be enlarged so that more baggage checking facilities can be supplied.

24. Other services rendered to Negroes at the bus station baggage office are inferior to those rendered white passengers there.

Example: The baggage room is placed between the white and colored waiting rooms so that there is a window opening to each room. Usually one attendant was on duty during times of observation, but redcaps were observed to help out in the baggage room quite often. The pattern seems to be that when only one attendant is on duty, he waits on white people and leaves the colored window unattended for long periods of time. Such is often the case, also,

when more than one attendant is on duty, although at times one attendant serves white passengers and one serves colored passengers. Observers report that it is usual for Negroes to wait at the window for as long as 15 or 20 minutes at a time before receiving service; the attendant(s) is serving white passengers.

It is suggested that an attendant should be designated to serve colored passengers, or that if only one attendant is on duty in the baggage room, he should be instructed to serve whites and colored passengers in due turn.

25. Negroes are not accorded the same privileges of waiting for busses on the concourse that are accorded white passengers.

Example: Observers report that Negroes often stand on the concourse unmolested, but they also report instances in which Negroes have been required by policemen and/or station attendants to leave the concourse and return to the waiting room to await busses. This procedure becomes especially serious when it is linked with the fact that busses are often not called until after drivers have begun to load passengers, so that by the time Negroes go from their waiting room to the tracks after busses have been called, drivers may have already made the seat allocation for white and colored passengers and Negroes either have to stand or are not transported.

It is suggested that the station management be requested to discontinue the policy of not allowing Negroes to wait on the concourse.

26. The prevailing pattern of boarding passengers on busses is often unfair to the Negro.

Example: Although instructions from the management of some bus companies

tell drivers that the long back seat of busses should be reserved as minimum space for seating colored passengers, and that the driver has the responsibility of making proper space allocation and boarding passengers, observers report that drivers often completely fill the bus with white passengers, thus forcing Negroes to stand or refusing to transport them.

It is suggested that bus company management should require drivers to follow the above instructions in the boarding of white and colored passengers.

27. No provisions are made at the Municipal Airport of Atlanta for meal service for colored passengers. However, there is no sign in the restaurant saying that only white passengers may be served there.

Example: White passengers are served in the airport restaurant, but Negroes are not allowed to eat there. They must either eat in the kitchen or procure sandwiches from the porter.

It is suggested that, in the interest of providing equal facilities, restaurant service should be provided for colored passengers.

28. Separate waiting rooms are not provided for white and colored passengers at the Airport. Although white and colored passengers sit side by side in the one waiting room at the station, no incidents of racial misunderstanding or aggression have been reported to the Council.

29. Separate rest rooms for white and colored passengers have been established at the Airport since the beginning of the summer of 1945. The rest rooms for colored passengers are smaller and less adequately furnished than those for white passengers.

Note: A rather peculiar and complex situation exists at the Municipal Airport, since definite provisions are made for separating the races in

some facilities and services and no provision for separation is made in others. Air travel is newer than train and bus travel, and there are neither as many laws to regulate the system as there are for other types of travel, nor have mores yet arisen to cover the situation as completely. Furthermore, the volume of Negro travel on air lines has not yet become so great as to make special legislation necessary. There has been enough travel, however, to make the lack of laws and customs in "Jim Crow country" add to the complexity of the situation.

30. The pattern of taxicab service to and from the municipal airport is discriminatory against Negroes.

Example: Negroes who miss the Belle Isle bus which runs between the city and the airport must take a Harlem Cab, or a cab licensed to carry colored passengers, which in one instance charged a Negro a straight fare of $4.50 for one way transportation. White passengers ride in Yellow Cabs which cost considerably less.

It is suggested that this type of discriminatory travel facilities be corrected through the terminal and the taxi authorities, and, if necessary, through the Interstate Commerce Commission.

C. The Nature of Local Transportation Facilities, Services, and Travel

31. One chief source of friction in local transportation facilities is the loading and unloading of passengers. Negro passengers seek to abide by the carrier ruling that they may not leave from the ffont exit, even though it may be the more accessible one. The usual pattern of loading is not a matter of company policy. However, according to statements of Power Company officials, white passengers expect to board first, and usually do. The usual pattern of

whites first and Negroes last, in loading, contributes to additional physical contact between the races and other sorts of friction which could be abated if the practices were made to fit the situation. The fact that white passengers load first also gives them opportunity to occupy most or all the seats available and this is the source of further friction.

Example: On occasions when street cars are crowded with passengers, both white and colored, Negroes are sometimes compelled to stand in the front of the car. Operators usually, in compliance with company policy, refuse to allow colored passengers to make their exit via the front door. This often inconveniences not only the white passengers but the colored ones, as well, who must ride considerable distances beyond their stop before they can push their way to the rear exit. On street cars serving predominantly Negro sections, when Negroes occupy front seats of cars, they are required to exit via the rear door. There is occasionally friction between operators and colored passengers who attempt to leave the car via the front door in violation of company policy.

32. Another source of friction is the problem involved in the separate seating of the races on street cars.

Example: Georgia law requires the separate seating of races on street cars and busses, but the law does not stipulate how this separate seating is to be accomplished. The Power Company's policy is to accomplish the separation of races on its conveyances by requiring the seating of white passengers from the front of the car toward the rear and colored passengers from the rear of the car toward the front. While the Power Company instructs its operators to supervise the separate seating of the races, operators are extremely dilatory in this respect. Thus white and colored passengers are often left free to make seating adjustments themselves. On the one hand,

a Power Company official justifies the failure of its operators to assume the responsibility for the seating of the races on the grounds that they are engrossed in their work. On the other hand, the Company is committed to the policy of avoiding rigid demarcations in seating patterns of the races, preferring to "let the passengers work things out between themselves." The passengers' assumption of the operator's responsibility for the direction of the separate seating of the races and the operator's negligence in this respect is the cause of considerable racial misunderstanding.

Although white and colored passengers often make seating adjustments themselves amicably, the adjustment is at other times accompanied by misunderstanding and discrimination against the colored passengers. In such cases the failure of the operator to direct the seating adds to the discrimination against the Negro.

White passengers have been observed to move toward the front of the car in order to provide seating at the rear for colored passengers without being asked to do so, and colored passengers have been observed to move to the rear in order to give seats to white passengers.

On other occasions passengers of each race have been asked by members of the other race to move. Sometimes the person has moved; at other times he has refused, and at such times misunderstanding and friction have resulted and the operator has failed to direct proper seating adjustment. Such a policy is highly unsatisfactory in that it relieves the operator of his special duties and responsibilities and places these duties and responsibilities on the passengers themselves.

Under the present set-up, there is no one person for whom the responsibility for the discrimination against Negroes on street cars may be placed. If the operator has such authority, then he should be prosecuted for failure to see

that proper seating adjustments are made.

33. The delegation of police powers (by law) to local street car and bus operators operates to the disadvantage of colored passengers.

Example: In all cases of racial friction in local carriers in Atlanta which have come to the attention of the Council when the exercise of the operator's police authority has been necessary, it has been consistently demonstrated that the operators protect only the interests of white passengers.

Sometimes on the slightest provocation operators display and/or use pistols and other weapons in handling colored passengers. In these instances no attempt is made by operators to settle disputes or adjust problems between the races through resort to impersonal arbitration.

Many Negroes have been victims of the often dissipated police powers of local street car and bus operators.

34. There is no evidence of the type and nature of instructions to operators on treatment of colored passengers.

Example: When a Power Company official was asked if any special instructions pertaining to the treatment of Negroes were incorporated in their training course, his answer was "I'm not sure about that. I'll have to let you know tomorrow." Two days later the same official graciously refused to answer the question. "I would just rather not...." he said. It would appear that the refusal of the official to commit himself in this regard is indicative of one of two things: either that no special instructions are given to operators on matters or problems affecting the Negro, or that the instructions are not of the type the Company would wish to divulge.

35. There is a difference in some of the types and kinds of transportation facilities made available for white and colored outlying sections of the city.

Example: No outlying Negro sections are served by trackless trolleys and busses, nor are there any of these sections served by feeder bus lines. These services are made available to many, although not all, outlying white sections of the city. One privately owned Negro bus line serves one outlying Negro section of the city. Persons who live in this section who come to the central business district must pay two fares -- one on the private line and another on the Power Company facilities. The disadvantage to the residents of this outlying Negro area is obvious.

36. There is alleged discrimination between the colored and white employees policies of the Yellow Cab company in Atlanta.

Example: According to the statement of a colored driver of a cab owned by the Yellow Cab Company, "a Negro driver must rent a cab. We pay the company $5.90 for every 60 miles, plus buying our own gasoline. The white drivers work on salary and commission. The white drivers do not furnish their gas. All over $10 per day, the white driver receives 40% commission. White drivers work 8 hours in three shifts, and the Negro drivers work 12 hours in two shifts."

37. The cabs operated by Harlem Cab Company, a subsidiary of Yellow Cab Company, for colored people are generally inferior to those operated for white people.

Example: The cab company taxi cabs which are made available for hauling colored passengers have previously been used for long periods of time for hauling white passengers, in many instances being reconditioned "Yellow Cabs."

38. The fact that there are few taxicabs with meters available to Negroes in Atlanta causes them to rely chiefly upon car-for-hire transportation.

Car-for-hire rates are higher than metered cab rates; thus Negroes pay more exorbitant rates for taxicab service than do white taxicab riders.

Example: Allowing for some discrepancies in the information received from two different sources -- the Yellow Cab Company and the issuer of taxicab permits in the city -- an estimate of the ratio of colored and white metered cabs was determined: one colored cab to about 23 white cabs.

The Negro-white population ratio in Atlanta is 1 to 3. Car-for-hire drivers have been reported to charge two to five times higher rates for trips of the same distance than metered cab drivers. The great disparities noted are the responsibility of the Yellow Cab Company, since no other competing company with metered taxicabs operates in the city.

39. Negroes are unable to rent "U-Drive-It" cars unless a white person is a go-between for them.

The Hertz and Belle Isle Companies flatly refusedto rent cars to Negro observers, employees telling them that "we don't handle colored rentals." An employee of the Dixie Company told a Negro observer that all cars were leased to the telephone company, but referred him to the other companies where "rent-a-car" service had already been denied him.

It is suggested that the management of these "U-Drive-It" companies be written letters in which request is made that they state their policy in regard to renting cars to Negroes. Their answer should be the basis of further action. In the event that the managements of these companies claim no systematic anti-Negro policy, large numbers of Negroes should be encouraged to seek this service in order to test the situation.

40. There is discrimination in school transportation provided for Negro children in Atlanta and Fulton County.

Example: No provision is made for transporting Negro high school pupils in Fulton County to Booker T. Washington High School, the only Negro high school in the county. Not only are there county high schools for white pupils, but transportation to and from these schools is furnished to white pupils. The white students of Fulton County benefitted from a total expenditure of $54,341.90 for school transportation during the school term 1943-44, while no expenditure was made in this county for conveying colored students to and from schools. (These figures are taken from the Annual Reports of the Department of Education to the General Assembly of the State of Georgia for the Biennium ending June 30, 1944.)

The City of Atlanta itself does not maintain or operate busses for the transportation of school pupils, but the street car and bus company -- Georgia Power Company -- which serves the city makes distinction in type of facility and service for white and colored students, for while the Company runs "exclusive" cars and busses to some of the white high and junior high schools, no such service is provided for colored pupils except to Washington High School. (Other passengers than students ride cars serving Washington High School.)

41. The problem of racial separation in elevators has declined in recent years.

Example: When observers rode the elevators of 34 office buildings of Atlanta, they found that only three of 34 displayed signs setting apart special elevators for Negroes. However, elevator "starters" in other of the buildings encourage Negroes to use elevators farthest from the building entrance. There is no law requiring that the races be separated in elevators. White

persons in large numbers ride the elevators set apart for Negroes, but in two of the three buildings where special elevator service is provided for Negroes, a Negro observer was ordered out of the car set aside for whites, while in both cases another Negro of lighter complexion was taken with white passengers to upper floors.

It is suggested that since no law requires separation of races on elevators and because white persons themselves seem indifferent to the separation pattern, the managements of those buildings displaying separate elevator signs should be urged to discontinue these signs which serve no satisfactory or efffective social purpose.

D. The Nature of Separate-But-Equal Travel on Carriers

42. There are differences in the type of train coaches provided for colored and white passengers.

Example: Colored passengers are more often provided with older and more dilapidated coaches. More of the coaches set apart for whites are provided with air conditioning facilities. Atlanta trains carry more reclining chair day coaches for white passengers. There are more than 300 baggage-passenger cars in the South, most of which are used for Jim Crow travel. An observer who traveled between Atlanta and Birmingham during the period of study reported that "during a heavy rain the (Negro) car leaked at two points near the entrance to the baggage section (of the car)."

43. White trainmen very often occupy much needed space on colored train coaches.

Example: Train conductors usually occupy "office" space on colored coaches which would accommodate four colored passengers. Many colored passengers are standing when this is done; oftentimes there are vacant seats in the white day coaches while the conductor occupies space in the colored coach. Other trainmen and sometimes white passengers are reported as occupying seats in the

colored coach when the white coaches are crowded. Contrary to law one conductor instructed a white passenger to occupy seats for four on a colored day coach in order that these seats may not be taken by colored passengers. Racial friction has resulted from the insistence by Negro passengers that all seats on the car set apart for them be available at all times.

44. One general railroad prohibitive policy is disregarded by some lines which serve Atlanta.

Example: Officials of the Car Service Division of the Association of American Railroads state that all railroad companies are committed against the hauling of passengers in baggage cars. Nevertheless, on a single day during August, 1945, photographers took pictures of colored passengers carried in baggage cars on three different railroad lines leaving Atlanta train stations. On the same trains, seats and standing space were available in the cars carrying white passengers.

It is suggested that the main offices of the railroad companies on whose lines colored passengers were photographed on baggage cars be formally notified of this irregular practice; that the local passenger agents of the railroads also be similarly notified; and that the top officials and the local officials be requested to send out "cease and desist" orders to conductors who permit this practice.

It is further suggested that railroad associations be requested to instruct all railroad companies to refrain (in the future) from the discriminatory practice of hauling Negroes who pay regular coach fares in baggage cars.

45. White passengers enjoy normal privileges which are denied Negroes in dining car service.

Example: Railroad companies operating in and out of Atlanta allow white passengers to occupy seats anywhere in the diner. The only requirement which must be met (in keeping with usual stipulations) is that all other seats in the dining room must be occupied by whites before the tables set apart for colored passengers may also be taken by white passengers. Under these conditions all seats in the diner may be occupied by white passengers before colored passengers reach the diner from a distant point near the front of the train.

When whites occupy seats "reserved" for colored, the colored passengers are not permitted to eat elsewhere in the diner. A Negro must wait until the stations provided for his race have been vacated by white passengers. Thus there is often considerable delay in dining car service for Negroes; frequently they are instructed to retire to their coaches and wait to be called while whites seeking service are permitted to remain in the diner. For all practical purposes, this practice often denies service to the colored passengers on many railroad lines.

It is suggested that railroad companies issue cease and desist orders from the above practice to their stewards and dining car crews. It is further suggested that the testimony of the colored passengers so treated be sought with a view to preferring specific charged against railroad companies where this irregular practice persiste.

46. Curtains are used in dining cars to separate the colored passengers from white passengers in the rest of the car.

This is a general practice below the Mason-Dixon line. The pulling or pushing

back of the curtain to separate colored and white passengers in the diner is the sole responsibility of the steward. Some stewards, however, instruct waiters to assume this responsibility; other stewards are not inconsistent in demanding that the curtain be used to separate the races on their cars. One company during the period of this study issued a written order that curtains should not be pulled at tables reserved for colored passengers if the passengers were members of the armed forces.

It is suggested that since this curtain is found to be generally objectionable to colored passengers and since the railroad companies themselves make frequent exceptions in the case of colored servicemen and in accordance with variations in policies of stewards, that railroad companies be urged to discontinue the use of the curtains in diners for the separation of races.

47. Stewards on many railroad lines serving Atlanta are given to inconsistencies in policy of dealing with colored passengers on diners.

Example: Some stewards instruct waiters to give the same type of service to all passengers; other stewards are themselves largely responsible for the inequities in type of service as between the races. While most stewards make no exception for the usual colored passenger, large numbers of them permit colored servicemen to eat anywhere on the diner.

It is suggested that the railroad companies be informed that if the presence of colored servicemen anywhere in the diner does not meet general objection by white passengers and train crews, there seems to be little justification for a rigid policy of separation of other colored passengers.

48. There is evidence of collusion between some stewards and the waiters under their supervision in matters pertaining to service of colored passengers.

Example: It is reported that some stewards permit waiters with seniority in service who work the stations set apart for Negroes to call colored passengers early or late during the service period so that these waiters may have their stations vacant for white passengers during the rush period. Waiters may make more money this way. Some waiters report that they do special favors for the steward when they are permitted by him to "hustle" in this way. Very early or very late calls for dining car service are objectionable to many Negro passengers. Responsibility for this practice lies with both stewards and waiters.

49. Colored passengers are sometimes encouraged to receive dining car service in their coaches or Pullmans.

Example: Some train observers report that stewards often instruct colored passengers to return to their assigned seats elsewhere in the train and be served. This occurs especially when white and colored passengers are waiting for meal service in the diner. It is, however, reported that stewards do not insist that white passengers return to their assigned seats for meal service.

It is suggested that railroad companies be informed of the inevitable general delay in dining car service to all passengers when it is necessary for one or more waiters to give service considerable distances from the dining car proper. The colored coach passengers who are more often encouraged to receive service in their coaches than the white passengers in their coaches, being the greatest distance from the diner, would naturally consume more of theywaiter's time away from his designated station.

50. The fact that railroad companies initiate new and less inequable policies to serve colored servicemen different from those established policies for other

colored passengers is indicative of a recognition by the companies that their usual and general policies of service to colored passengers are often inequitable.

It is suggested that the above point be brought forcibly to the attention of carrier company officials. To disregard the logic of the above point is to subscribe to separate but unequal accommodations for Negroes in travel.

51. Many Negroes are denied Pullman accommodations by white ticket agents without being told why.

Example: Some ticket agents tell Negroes flatly "we just don't have anything" even when space is available.

A Pullman porter reports that the situation is much worse at the train stations than it is at central ticket offices. He says "They don't get the diagram until some minutes before train time (at the station); they'll just tell a colored person as a rule that nothing was left, or some such story."

It is suggested that top-ranking officials and passenger agents of railroads serving Atlanta be told of this general indifference to colored persons seeking Pullman accommodations, and that these officials be urged to insist upon corrective action on the part of their ticket agents. Colored people, when denied accommodations, should be instructed to insist upon access to Pullman car diagrams so as to determine the validity of the agent's claim that no space is available.

52. Negroes who seek Pullman space usually must resort to subterfuge to secure reservations.

Example: Many Negroes telephone for reservations without revealing their racial identity. Colored people must often get "special persons" to intercede

for their Pullman reservations. These special persons are those who have had many dealings with the railroad companies or persons in the employ of the companies, such as Pullman porters, train porters, etc. White persons often intercede for their colored servants.

The fact that white persons who desire Pullman accommodations do not have to resort to such subterfuge clearly indicates that railroad companies violate the separate but equal theory of the law.

53. A "favored few" Negroes purchase Pullman accommodations without difficulty.

Example: Negroes who have ridden Pullman cars for years and who have come to be well known by railroad agents find reservations easy to make. Other colored persons who have at some time threatened to bring pressure to bear on railroads because of denial of service are unhesitatingly sold Pullman accommodations, also. In this connection it is interesting to note that some railroad officials contend that there is no discrimination in Pullman service against Negroes in that they sell accommodations without question to Negro leaders. Bearing on this point, also, is the pertinent allegation that many Negroes of influence are content to accept the general practice of denial of Pullman accommodations to colored people so long as they receive special favors from railroad companies.

54. Passenger agents generally disallow knowledge of discrimination in Pullman accommodations but many informants say that the agents are aware of the general practices.

Example: All passenger agents who were interviewed explained that none of their employees had been instructed to make distinction as between the races in the sale of accommodations, except for the placing of white and colored persons in separate sections. Passenger agents disclaimed any knowledge of

codes or other subterfuges on the part of employees when Negroes request Pullman accommodations. One passenger agent placed the working of separation practices on the shoulders of Negroes themselves. He said: "It is embarrassing for the Negroes themselves to ride with white people." Many Pullman porters agree with a Pullman porter who said: "If you...are interested in doing something about discrimination, you ought to get to those general passenger agents and make them commit themselves. (The only reason) I don't have any trouble (is) because they all know me...."

It is suggested that the above quotation be used as a basis for action on this point.

55. Negroes are frequently denied Pullman space because of the policy of separation of races in cars.

Example: All passenger agents of railroads operating into and out of Atlanta are committed to the policy of keeping the races separate in sections of Pullman cars. Many white passengers refuse to ride in sections with Negroes. Strict conformity with this policy often results in many vacant spaces in Pullman cars during trips. For example, if ten white persons are occupying ten lowers on a Pullman car and ten colored persons desired to purchase the uppers of those sections, they would be denied the accommodations. The reverse is also true. According to the statement of a Pullman porter who has been in service for more than 20 years, "the Pullman company loses at least 100 fares every six months, including the servicemen who travel on my train, because they will not allow the two races to occupy berths in the same section of a car. I have had as many as three to five Negroes a trip to request space when we had no open sections but had many berths in sections.

"When first class and Pullman accommodations are denied Negroes if space is available in sections (with whites), as is often the case, the railroad companies lose first class fares; the Pullman Company fails to receive the maximum revenue from the operation of its cars, and the Federal Government loses money in taxes."

56. The placing of Negroes in special sections of Pullman cars tends to perpetuate racial misunderstanding and unrest.

Example: The agents generally attempt to assign Negroes to the ends of cars wherever possible. Negro men are placed next to the men's room and Negro women next to the women's room. This policy of seating Negroes on Pullman cars, according to the statement of some passenger agents, is used so that the colored passengers would not have to "parade up and down the car." Another common practice is that many railroad companies, in order to keep the Negro Pullman passengers inconspicuous, sell them compartments at berth prices. The Negro passenger occupying the compartment under these circumstances is required to leave his door open so that he may not have "absolute privacy" for the price of a berth. The compartment most often sold to the Negro traveler, when possible, is "lower 13." So long as railroad companies expend special effort to "secretly" convey Negroes on Pullman cars, it leaves white passengers unaccustomed to the free use of Pullman space by Negroes.

It is suggested that railroad companies should be instructed that through the sale of space anywhere on the Pullman car to Negroes they could contribute to better racial understanding in that each race would become better conditioned to the presence of the other on the car. When this is accomplished, the necessity for separation of the races on Pullman cars would be obviated and the companies would receive maximum revenue for their Pullman space.

57. The Georgia law which does not compel railroad companies to haul colored passengers in Pullman cars is ineffective in practice.

Few if any Negroes who purchase Pullman accommodations are Georgia intrastate travelers. The majority, if not all, Negroes who travel by Pullman are covered by the laws of the Interstate Commerce Commission which has ruled against denial of Pullman accommodations on account of race, color, or previous condition, in interstate travel.

It is suggested that since most if not all Negroes travel across state lines that action should be instituted to repeal this Georgia law which is obviously ineffective.

58. There is some evidence of the failure of conductors who have police powers to safeguard the interests of their colored passengers in Pullman travel.

Example: It is reported that recently two Negro men riding in a Pullman car in a Southern state were taken off the car and horsewhipped by a group of white people who had gathered at the train station in response to a telephone call made by a white passenger from an earlier stop. This abusive treatment was accorded them only because they were passengers on the Pullman rather than on the day coach set apart for Negroes. After they were whipped, they were placed in the day coach of the same train.

It is suggested that railroad companies be urged to give the same police protection when necessary to all people. Furthermore, it is suggested that existing social agencies be activated to intercede through legal suits for persons upon whom such injustices are perpetrated.

59. There is often wasted space on busses as a result of separation of races policies.

Example: Sometimes Negroes are required by drivers to crowd on the long back seat or to stand, even though there are vacant seats in the front part of the bus. Sometimes white people stand even though there are vacant seats by Negores on the long back seat. On a bus routed to Knoxville, Tennessee during the summer of 1945, six Negroes were crowded on the long back seat which normally seats only five people, while there were several vacant seats in the white section of the bus. On a Trailways bus routed to Augusta, nine white passengers stood, although there were three vacant seats on the long back seat occupied by two colored passengers.

60. There is not always absolute separation of the races, since sometimes white and colored passengers sit side by side.

Example: On a bus trip to Athens, Georgia, an observer reported that a white man, his wife, and son sat on the long back seat by the side of two Negro soldiers. On another occasion a Negro soldier sat side by side with two Negro soldiers. On another occasion a Negro soldier sat by the side of a white soldier in one of the double seats just in front of the long back seat, which was filled with colored passengers. There was no friction until the driver noticed the seating arrangement and demanded that the Negro soldier get up. The white soldier protested that he did not object to the arrangement -- that the colored soldier "might take me out of a pool of blood some day." The driver demanded that the white soldier move to a vacant seat in the front of the bus, which he did.

It is suggested that bus companies be urged to instruct their drivers not to unnecessarily interfere with white and colored passengers so long as members of both races make adjustments satisfactory to each other.

61. Although instructions from management of some of the companies to drivers

requires that the long back seat be reserved as "minimum space on which to seat colored passengers," drivers sometimes do not reserve this space for colored passengers, but seat white passengers there, thus requiring colored passengers to stand or refusing to transport them.

Example: On one occasion two sections of a Southeastern Greyhound Bus which were run to Chattanooga were completely filled with white passengers, although three Negroes were waiting to board. The driver of the second section tried to ignore the three Negroes, but when they insisted on boarding, he finally loaded them, requiring them to stand in the back of the bus. On another occasion a Negro woman holding a baby in her arms had to stand because the long back seat was completely filled with white passengers. A policeman from Toccoa, Georgia, was standing in the bus and was heard to remark to himself that the white people on the long back seat would have to get up and let the Negro sit down. The white passengers did not move, however, and neither the driver nor the policemen interfered. A redcap told observers that the driver of a bus to Birmingham refused to allow a Negro woman to stand on the bus for passage -- she was the only colored passenger -- while the long back seat was occupied by white passengers. He required the woman to get off the bus, remarking that "we cannot let one Negro passenger stand back there with the white people."

It is suggested that company management should take such action as will require drivers to make the space reservation for colored passengers that is decided upon by the companies on the basis of the amount of colored traffic. It is also suggested that Negroes who fail to get fair treatment from bus drivers in this matter should complain in writing to company management.

62. The long back seat, which management says is to be reserved as the "minimum space on which to seat colored passengers" is not "equal" to the other seats

on the bus.

Example: The long back seat is much less comfortable than the other seats. While other seats on busses are reclining, adjustable by the passengers, the long back seat is "fixed" and will not recline. Ventilation in the back of the bus is poor, since on many busses, the windows at the back by the long back seat do not open. On other busses, the windows are so placed that they are not adjacent to the long back seat, thus leaving the regulation of ventilation to the passengers sitting in front of the long back seat. Passengers sitting in other seats may regulate their own ventilation. The uncomfortableness of the long back seat is heightened by the fact that in many busses the motor is built in the back of the bus, behind and under the long back seat, thus adding to the heat in the back of the bus. Observers report that the heat from the motors makes the long back seat unbearable at times, especially the summer.

63. Drivers often refuse to transport colored standers, although they take white standers, or take only a limited number of colored standers.

Example: When a large number of passengers were awaiting transportation on a bus going to Jacksonville, Florida, a second bus was provided as a double to Macon, Georgia. Both drivers boarded enough Negro passengers to fill the long back seats of both busses; the driver of the Jacksonville bus boarded also four more Negroes, who sat just in front of the long back seat. When both busses were loaded with seated passengers, the drivers refused to take standers, but tried unsuccessfully to get a third bus, as there were still a large number of passengefs awaiting transportation. The Macon driver then took standers, but refused to take but two Negroes, although about six more were waiting to board. The Jacksonville driver took no standers, either white or colored. He announced that the next bus would run at 1:00 P.M.

About six Negroes and two white passengers were left behind. The driver of a Southeastern Stages bus took only five Negro passengers, refusing to allow a sixth -- a Negro soldier -- to ride as a stander. He took white standers, however. A Negro soldier stationed at Fort Benning, Columbus, Georgia, told observers that Negro soldiers from Fort Benning, on week-end leave in Atlanta, often had a difficult time getting back to camp, because bus drivers often refused to take more than five Negro passengers -- only the number who could sit on the long back seat. Drivers refused to let Negro soldiers ride as standers, although they took white standers.

It is suggested that bus company management should be informed of this practice and be asked to require drivers to refrain from such action in the future. It should be made clear to bus company headquarters that there is absolutely no justification in refusing to haul colored passengers on all trips.

64. The practice which often prevails of seating Negroes in the second sections of busses only is a source of confusion and oftentimes of friction. On occasions when two sections of a regularly scheduled bus are run, drivers usually take Negores on only one of the sections -- usually the second, which is of older and less comfortable model. Sometimes, however, Negroes ride both sections. The latter usually happens when the number of Negroes is so large that they cannot ride on one bus without having to stand or to occupy more seats than the long back one.

Example: On one occasion, the driver of a bus to Winston-Salem, N.C., refused to transport Negroes, although he had several vacant seats on his bus. He told four Negroes to ride the bus going to Charlotte, N.C., which bus was an old model. Sometimes Negroes are up to the door of the first section of a bus, but still the driver may refuse to board them, telling them, after loading the

first section, to take the second section of the bus. Thus Negroes may lose their vantage point in the crowd waiting to board the second section.

It is suggested that bus company officials be informed that if any attempt is made to provide equal accommodations for Negroes, they must encourage drivers to consistently haul Negroes on their best carriers as well as on their more inferior carriers.

65. The use of a curtain on certain bus lines to separate seats for white and Negro passengers adds to the inflexibility of the seating policies and to the discrimination against colored passengers.

Observers report that although the curtain is supposed to be adjusted by the driver as the proportion of white and colored passengers changes, in actual practice it is usually not readjusted after the bus leaves the station, no matter how the proportion of passengers changes. It is more likely to be readjusted, however, if there are vacant seats behind the curtain and white passengers are standing. An observer reports that on a bus trip from Columbus, Mississippi, to Tuscaloosa, Alabama, a distance of 60 miles, four or five Negroes stood even though there were nine vacant seats in front of the curtain -- in the white section. The driver made no attempt to readjust the curtain so as to provide additional seats for the colored passengers who were standing.

It is suggested that the use of the curtain should be discontinued as a highly unsatisfactory practice.

66. In the last analysis, the exact seating pattern of white and colored passengers is left with the bus driver, thus allowing personal prejudices and opinions of drivers to have a part in separation policies.

Example: State law leaves the provision of separate seating of white and Negro passengers to the Georgia Public Service Commission, and the Commission,

in turn, leaves the provision to the bus companies themselves, requiring only that motor carriers "may carry white and colored passengers in the same vehicle, under such conditions as will provide a separation of the races in the most practicalbe manner." According to instructions given to drivers from one of the larger companies, the company feels that it has "a legal duty to reserve the long back seat as a minimum space in which to seat colored passengers," and drivers are instructed to look over the number of passengers before boarding anyone, and determine the amount of space which will be needed for each race. It is pointed out that white people will generally board the bus ahead of Negroes, so it is up to the driver to make the proper space allocation before the bux becomes overloaded with white passengers. Thus it is left to the driver -- and to the dispatcher, also, since he plays a part in determining whether or not a second section of a bus may be run -- to determine the exact seating arrangement of white and colored passengers on any given trip. Observers report that many drivers conform to company policy and board only enough white passengers to fill all seats except the long back one, then board colored passengers. A great number of violations of this policy have been reported, however, as when drivers completely fill busses with white passengers, requiring colored passengers to stand or leaving them behind altogether. Some drivers take only the number of Negro passengers who can crowd on the long back seat, while others allocate the first row of seats just in front of the long back seat to colored passengers. Some drivers take colored standers, while others refuse to do so. Some drivers require white passengers to move from the long back seat in order to make room for colored passengers, while other drivers interfere in no way, allowing colored passengers to stand while white passengers occupy space the company feels it has a "legal duty" to reserve for colored passengers. A Negro observer reports that he once sat beside a white person in

the middle of the bus, and the driver raised no objections. Another observer reports, however, that a bus driver refused to allow a white and colored soldier to sit together in the first row of double seats just in front of the long back seat.

67. Drivers are often discourteous to all passengers, but especially to colored passengers.

Example: In addressing colored passengers, drivers refer to them as "boy", "uncle", "girl", "auntie", and often speak to them indifferently and curtly.

It is suggested that bus companies should emphasize (more than they do) all the fine points of courtesy in their training program for bus drivers; and should require drivers to treat all passengers, both white and colored, with courtesy and respect. Company instructions to drivers and other employees on matters pertaining to race should be clear and specific.

E. Complete Action

One over-all approach to the solution of the problems in the specific areas of separation of races in transportation is the initiation of a concerted public education program. This program should reach as many persons of both races as possible in the Atlanta area; and should be prosecuted for a considerable period of time.

1. In the attempt to educate the public toward corrective action on questions, problems, and undemocratic situations arising under the "separate but equal" theory of the law, the services of a selected group of white and colored civic, social, and religious organizations should be enlisted.

2. It is suggested that representatives be sent to the various selected organizations for the purpose of presenting as nearly an accurate picture of the

problem of racial separation in transportation as time and circumstances permit. The Southern Regional Council will make available to the members of organizations all the facts and experiences that may aid in promoting the understanding and solution of the problems of racial separation in transportation.

3. Organizations should be encouraged to report all incidents and problems arising in connection with the "separate but equal" theory to the proper authorities so that they may be corrected.

4. Special members of organizations or the organizations themselves should be made responsible for specific areas of corrective action; i.e., they should be charged with the responsibility of contacting persons or companies with whom they would likely carry most influence; and, these persons or organizations should be urged to exert all the influence for correction action (in these areas) upon their general constituency and supporters.

5. Within a short time a leaflet dealing with this subject will be published for general distribution. Among other things, this leaflet will show how the separate but equal theory works; the general inequalities in separate provisions for the races; the need for immediate correction of these inequities as a means of lessening dissatisfaction on the part of the travelling public and as a foundation for more amicable race relations, and the ways in which correction may be made.

Seg study

January 5, 1946

Mr. John H. Johnson, Publisher
EBONY
5619 South State Street
Chicago 21, Illinois

Dear Mr. Johnson:

These are the pictures from the separation-in-transportation study made in Atlanta.

We will send the story the first of the week.

Cordially yours,

IRA DE A. REID

IDR:m

Soy Study

January 8, 1946

Dr. Howard W. Odum
Institute for Research in Social Science
University of North Carolina
Chapel Hill, North Carolina

Dear Dr. Odum:

Thanks for your good letter about the outline of the proposed segregation study. Dr. Reid has just heard from Dr. Charles S. Johnson to the effect that Dr. Alexander is going to submit the request to the Carnegie Corporation. I suppose we will hear from Dr. Alexander shortly. If there is anything else we should do at this stage, please advise us.

We have been looking over Charles M. Smith as possible staff material for SRC. Could you send me your evaluation on him as soon as possible? He made quite a good impression on us here, and we may want to make him an offer. We would have to pay him a pretty good salary, but I take it that the thing to do is to get good men at good salaries and go out to find enough money to carry on the work.

All good wishes.

Cordially yours,

GUY B. JOHNSON,
Executive Director

GBJ:IBT

3 copies

INSTITUTE FOR RESEARCH IN SOCIAL SCIENCE
THE UNIVERSITY OF NORTH CAROLINA
CHAPEL HILL

January 4, 1945

Dr. Guy B. Johnson
Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N. E.
Atlanta, Georgia

My dear Dr. Johnson:

I have been very much impressed with the outline which you and Dr. Ira Reid have worked out for the continuation of the study of equal opportunities with reference to whites and Negroes in the South. As you know, I consider this a very strategic approach not only to the particular problem of segregation but to other problems with which the Council is so much concerned. It seems to me that you have here an extraordinary opportunity to make a substantial contribution which, in itself, might almost justify the total expenses of the Council.

It seems to me also that the suggestion for financing this as a project is an admirable one. If, as seems likely, we can organize our forces so as to have southern funds for the general program and then secure special funds for such projects as this, you will have a fine balanced basis upon which to work. We have found this method very satisfactory in our many years of Institute work, both in the sense that we have become self-sufficient for our basic program and in that we can offer to foundations and others special opportunity for work in which they are interested.

I have the feeling that the Carnegie Corporation might find in this project something quite appropriate to its program and especially something that will realize on the great study which Myrdal made for them. If there is any way in which I can help, I hope you will call on me.

Cordially yours,

HOWARD W. ODUM

Seg Study

Julius Rosenwald Fund

4901 ELLIS AVENUE
CHICAGO 15, ILLINOIS

Edwin R. Embree
President

Dorothy A. Elvidge
Secretary and Comptroller

Will W. Alexander
Charles S. Johnson
Directors for Race Relations

Fred G. Wale
Director for Rural Education

William C. Haygood
Director for Fellowships

RECEIVED
JAN 12 1946
Southern Regional Council

January 9, 1946

Dear Doctor Johnson: Doctor Alexander has asked me to return to you the carbon copy of Racial Separation in Transportation and the other project Racial Separation in Thirteen Southern States which are herewith enclosed.

Very truly yours,

Sumiko Qura

SO
Encs.-2

Dr. Guy B. Johnson
Southern Regional Council
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Seg. study

January 17, 1946

Mr. Charles Dollard
Carnegie Corporation
522 Fifth Avenue
New York 18, New York

Dear Chuck:

During the past summer and fall the Southern Regional Council made an experimental study of segregated transportation facilities and practices in Atlanta. When the study was reported at our annual meeting on November 14, our members thought so well of it that they voted to extend it to other subjects and other cities provided we could obtain financial support for the work. Perhaps Dr. Will Alexander or Dr. Charles S. Johnson has already told you something about our plans.

Dr. Ira De A. Reid and I are anxious to have an opportunity to see you sometime after February 1 and discuss informally with you the practicability of preparing a formal application for a grant which will enable us to make the proposed study. Could we see you on one of the following dates: February 3 through February 6 or February 11 through February 14? If not, will you suggest several possible dates so that we can get a clear one on our calendar?

In the meantime, would you like to see a summary of the Atlanta Transportation Study and an outline of the tentative plans for the enlarged study? Or would you prefer that we bring this material along when we come?

Looking forward to the pleasure of seeing you soon, and with all good wishes, I am

Cordially yours,

GUY B. JOHNSON,
Executive Director

GBJ:IBT

SRC Legitly

January 25, 1946

Mr. Charles Dollard
Carnegie Corporation
522 Fifth Avenue
New York, New York

Dear Chuck:

Thanks for your note. Reid and I prefer February 4, so you can count on our being there at 2:30 on that day.

We shall send you under separate cover a copy of the summary of the Atlanta Transportation Study.

Cordially yours,

GUY B. JOHNSON,
Executive Director

GBJ:IBT

CARNEGIE CORPORATION
OF NEW YORK
522 FIFTH AVENUE
NEW YORK
18, N.Y.

RECEIVED
JAN 24 1946
Southern Regional Council

January 22, 1946

Mr. Guy B. Johnson, Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N.E.
Atlanta, Georgia

Dear Guy:

I expect to be here throughout the first half of February and will be glad to see you at 2:30 on either the 4th or the 11th. I will hold both days open until I know your convenience. Meanwhile, I would be glad to see the summary of the Atlanta study about which Will Alexander has talked to me very briefly.

Sincerely,

CD:RN

Charles Dollard

OUTLINE OF STUDY OF SEGREGATION IN TRANSPORTATION

The study of segreg tion in transportation is a part of a proposed larger study of segregation in American life. The study of segregation in transportation should answer these questions:

(1) How do the separate but equal laws work in connection with transporgation?

(2) What is law in regard to segregation and what is custom?

The study will be initially conducted in A lanta, Georgia. As a framework on which to build the study, the following q uestions should be answered and the situations in the attached memorandum by Dr. Odum should be utilized.

(1) What are the laws in regard to separation on all forms of transportation in the state of Georgia; in Fulton, Cobb, and DeKalb Counties; in A tlanta? What is the history of the laws?

(2) What cases in regard to separation have come up in the last five years in both the major and minor divisions of state, county, and city courts? Describe briefly, giving decisions.

(3) What is the literature on discrimination in transportation? This will entail the development of a bibliography.

(4) What are the a ttitudes on segregation by traction compa ny officials? What problems have they faced? What steps have they taken to solve the problems?

(All interviews and all accounts of incidents of segregation should answer the questions of "who--where--when--what--why--how".)

a. What are the intra-state and inter-state passenger lines located in A tlanta? Who is the manager of each? These questions should be asked of each:

What problems have arisen as a result of increased traffic?

What instructions are given to operators regarding potential race friction?

How do railroad officials determine the amount of space to allot to colored passengers?

b. Who is the resident agent for all southern railroads operating in A lanta? What does it cost to provide separate facilities?—in capital outlay, maintenance, and personnel.

c. What is the policy and operation in regard to Pullman space for Negroes? This question includes the policy in selling Pullman space out of A tlanta and the policy in regard to allowing Negroes to enter A tlanta—or Georgia—by way of a Pullman. How is the policy determined? How consistent is it?

d. What are the attitudes of station masters and passenger agents toward segregation? What is the general feeling? A re there specific ordinances made by the traction companies governing the enforcement of segregation, or is the type of segretation and the type of enforcement left largely to each individual official? What are the problems generally? Where are people going? On what trains are there the most problems? These interviews will be made with station masters and passenger agents at the Union Station, Terminal Station, and the Bus Terminal.

e. What are the attitudes of redcaps and porters toward segregation? What is the general feeling? Report also specific cases. Negroes taking part in the study will conduct these interviews.

(5) What are the attitudes of travelers toward segretation? What specific incidents of discrimination can they report? These interviews will be made largely with Negroes on trains, but will be made with both Negro and white travelers on busses and street cars where the two races are in close contact with one another. Members of the office force will be asked to report incidents of discrimina tion on city street cars and buses, and conversations with travelers in regard to incidents and/or attitudes toward segregation.

(6) Who is in charge of the city police who are called in at stations? What agreement exists between city police and military police in regard to the arres of Negro soldiers in stations?

Personnel of Study

Dr. Ira Reid, Director

Douglas Ca rter

J. S. Hadley

Margaret Price

J. O. Slade

A ssignment of Duties

Carter: Get from files of Dr. Cha rles S. Johnson and from sources at Fisk University all available material on discrimination and segregation in Georgia, general y, including that in transportation, and all available material on segregation in transportation, generally, in the United States.

Hadley: Make an initial memorandum on problems and incidents of segregation in transportation in Georgia. This will be taken from personal experience and will be made in collaboration with Mr. Slade. Make observations of life in the Negro waiting rooms in the Terminal Station, Union Station, and Bus Terminal. These should be made over a period of time, and should be made in the periods of morning, afternoon, and evening.

S lade: Make an initial memorandum on problems and incidents of segregation in transportation in Georgia. This will be taken from personal experience and will be made in collaboration with Mr. Hadley. List city, county, and state ordinances in regard to segregation in transportation, giving history of laws. Write up court cases, giving history, incident, and decisions.

Pr ice: Make an overall memorandum on segregation using books and pamphlets as a basis--give an overall picture of segregation in transportation in the United

States. Develop a bibliography on segregation. Get the office force lined up to report incidents. Interview stationmasters and passenger agents at Union Station, Terminal Station, and Bus Terminal. Interview head of military police to get agreement which exists between cit police and military police in regard to arrest of Negro soldiers in stations.

Examination Book

Name _____

Date _____

Subject _____

C. P. Lesh Paper Co., Indianapolis, Indiana

BEST COPY AVAILABLE

How does the separate but equal law work in connection with transportation?

distinguish between what are laws & what are customs.

(1) What are the laws in regard to separation in the st. of Ga. in Fulton & DeKalb & Cobb Counties & Atlanta on all forms of transportation. What is the history of the laws?

(2) What cases in regard to separation have come up in courts in the last 5 yrs. - in major & minor division of st., co., & city courts?

(3) What is the literature on discrimination in transportation?

- Develop bibliography -

these should be answered

who - where - when - what - why - how -

(4) What are the attitudes on segregation by the transit co. officials? what problems have they faced? what steps have they taken to solve the problems?

(5) Interview with travelers - largely negro, except on buses and street cars -

get offer prof to help -

(6) Interviews with redcaps, porters. General feeling, specific cases.

(7) Interviews with station masters

(next page row)

Stevenson: Race Distinctions in Am. Law

Review + pill-and law

Marquis: The Legal Status of the American Negro

Odum: Race & Rumor of Race, Ch. 14

Johnson: Patterns of Negro Segregation

Carey

new 25 copies bill Cannot pr. it.

McWilliams: Race Distinction and the Law

Morning of Sat. 14 - 10 o'clock

ask Dr. J. to sit in on Conf.

Report to him this morning

keep acct. of expenses

(8) City ticket offices & pullman space - Policy and operation in regard to pullman space for negroes. What is policy? How is it determined? Why?

(9) Resident agent for all A.C.L. operating: what does it cost to provide separate facilities: capital outlay? maintenance? personnel?

(10) What are the inter-st. & intra-st. passenger lines located in Atlanta - Ga. Wgo. each - gross. to ask: What problems have arisen as a result of mixed traffic What instructions are given to operators regarding potential race friction? How do

they determine and assign
to allot to colored passengers.

Mr Carter: Ga. transportation + discrimination in Ga. + in ~~Ga.~~ Southern generally;

Over-all ~~problem~~ memo on seg. using bks. + pamphlets available — give over-all picture — in U.S.

Mr. Hadley + Mr. Slade — do initial memo on problems + evidence of transportation in Ga. from personal experience

Hedley

Interviews with travelers, red caps, & trainmen — + life in waiting rooms

Mr. Blade

City ordinance, st. ordinance, co. ordinance — A. case — hist, incidents —

Price

Get office force lined up to report incidents —

Sev. hobbling

interviews Jarvis station master (passenger agent) Union Station Terminal Sta. & Bus Terminal

What are problems, general, when are peak periods? What trains do you have most problems

Who is in charge, city police called in as station

What agreement exists

between city police & M. P. in regard to arrest of Regular soldiers in stations -

J. S. Hadley
VE nom 9587
388 Angier Ave.

J. O. Slade
RAymond 8856
1092 Fair St S. W.

Mrs. Naomi Slade
RAymond 1028

Problem for Investigation: How does the separate but equal law (for white and colored passengers) work in transportation (In Atlanta) ?

Hypothesis: Statutory law, codes, ordinances, etc. are clear and specific in granting separate but equal facilities to colored passengers in the South in public conveyances, while in actual practice, custom and policy permit, and even condone, discriminations in transportation.

Types of Common Carriers:

1. Trains
2. Streetcars
3. Buses

Variables that Would Make for Discriminations:

1. Color
2. Cultural Background (e.g. Slavery, etc.)
3. Economic Insecurity
4. Low Political Status (e.g. lack of suffrage, etc.)
5. Social Status ("The Negro's Place")

Reasoning upon which hypothesis is based: It is assumed that all the variables listed above, as facts (conditions), or, as rationalizations, contribute to discrimination against colored persons in common carriers.

Factors Deserving Attention in the Analysis of the Problem:

1. Historical and Social conditions which gave rise to separate but equal facilities in transportation laws.
2. Evolution of "Separation of races" in public conveyances' laws.

3. Social philosophy advanced in support of laws of discrimination in the travel of colored passengers to and from places.
4. What is the law?
5. Legal arguments advanced. (Cases)
6. Are there "classical" vs "real" legal arguments advanced in the question?(Cases)
7. How does the law work? (Law in action)
   (a) Law vs. custom or practice.
   (b) Problem of enforcement of "letter of the law"
8. Recent legislation and action.
9. Objectives and purpose of study.

Data Specifications for Discriminations in Transportation Study

Data collected to test the above hypothesis should fulfill the following requirements:

1. They must show that there are real and actual differences or distinctions in accomodations for white and colored passengers in the service rendered by common carriers in conveyance of persons from place to place.
2. The information gathered must be documentary, critical, and common evidence in cross-sectional wise.
3. The data gathered must be compared (weighted) with data desired (or what might be desired) from other cities (places) similarly situated as the place under observation.

The fact, or absence of, discrimination in transportation between white and colored persons in actual practice is contingent upon sectional or state, legal and cultural exactions. The hypothesis will therefore be tested on the assumption that where sections and/or states do not require SEPARATE but equal facilities ("like and equal accomodations to all persons") necessarily and inevitably, there can be no discrimination in transportation of white and colored passengers. <u>This is our standard</u>.

Data may be obtained by (1) the study of the literature in the field (historical and contemporary), (2) common observation, (3) critical observation, (4) interviews with agents and employees of common carriers, (5) interviews with (other) persons.

Special Problem

How Does the Separate but Equal Law (for White and Colored Passengers) Work in Transportation (In Atlanta) ?

Factors Deserving Attention in the Analysis of this Problem.

Introduction

The words written by Stephenson[1] in 1910 in his chapter on Separation of Races in Public Conveyances, are still appropriate as a cue to the pervasiveness of the problem of separate but equal facilities (for white and colored passengers) in transportation. He said among other things that: "There is perhaps no phase of the American race problem which has been discussed so much within the last decade as the so-called 'Jim Crow' laws, the statutes requiring separate accomodations for white and colored passengers in public conveyances. This arises largely from the fact that these legislative enactments are of general concern, while other legal distinctions have directly affected only certain classes of each race..."

While other phases of the American race problem may, in the current decade, occasion more discussion than the problem under consideration provoked in the first decade of the present century,

1. See Race Distinctions in American Law, Appleton and Co. Chap. 9.

it is yet safe to say that in this fifth decade of the twentieth century, the separate but equal accomodations problem ranks high as an issue of general concern and as a source of numerous tensions.

This brief study is confined to Atlanta, Georgia.

Emphasis in this study is placed upon state, county and city laws and ordinances which regulate this transportation problem--how these laws evolved, how they work, law vs. custom, etc.

For his materials, the writer has relied chiefly upon state codes, decisions of the Supreme Court and the Court of Appeals of Georgia, the Municipal code of Atlanta in the study of this special problem. Stephenson's Race Distinctions in American Law was also a lucrative source of information bearing on the subject.

This statement purports to examine the statutory, judicial, and other legal aspects of separate but equal accomodations in transportation, in the state, the county and the city.

1. Historical and Social Conditions

Because of the color and former condition of the Negro, "set free" by the Civil War, reactionaries in the South have since been active in segregating and disfranchising this "undesirable".

Slavery was a profitable institution to the South in many ways. The subjugation of the Negro by the southern whites before the war between the States carried with it the belief that the Negro was (is) innately inferior, and thus, incapable

of, and unfit for, integration in American life. The cessation of hostilities and the stroke of a pen were not enough to change social attitudes of centuries' duration in the section where most Negroes lived - the South.

In the battle between the Black Laws of the Constitution of the United States and the social attitudes of southern whites toward Negroes, it seemed apparent by 1870 that the latter would emerge victorious in"keeping the Negro in his place".

The passage of segregation laws in the south in connection with railway accomodations was one of the numerous means of curtailing the privileges of the Negro.

The first railway "Jim Crow" laws were those passed in Florida and Mississippi in 1865. The penalties for intrusion by persons of color were rather severe in both of these States.

"The first case to reach the Supreme Court of the United States involving the separation of white and colored passengers on cars was one brought against the Washington, Alexandria, and Georgetown Railroad Company in 1873. This road was chartered by Congress in 1863 with the provision that no person should be excluded from the cars on account of color. A Negro woman with an ordinary first-class ticket, was made to ride in a separate coach precisely like that used by the white passengers. The court ruled that the Act of 1863 meant that persons of color should travel in the same cars as white persons without any distinction being made; that, therefore the law was satisfied by the Company's providing cars assigned exclusively to persons of color though they were as

good as those assigned to white passengers. [2]

A colored woman was ejected from a street-car in Philadelphia in 1865 and brought action against the conductor. The conductor pleaded that he was following the rule established by the road superintendent that Negroes should be excluded from cars. The court sustained the woman's legal action and held that a regulation of the company would not be defense to the conductor's act.

Shortly after, "the Pennsylvania legislature passed the act prohibiting discriminations against persons of color in public conveyances", but the Supreme Court of the State followed this legislative action by ruling "that it was not an unreasonable regulation of the railroad company to separate the passengers so as to promote personal comfort and convenience". This, we are told, is the first case on the record supporting the legality of the separation of races in public conveyances.

The Louisiana legislative act of 1869, prohibiting railroad, street-car and steam boat companies from discrimination on the basis of race or color, was some years later (1875) tested in the case of Hall v. De Cuir.

"In this case this tribunal (the Supreme Court) set aside as unconstitutional a law of Louisiana ... to prevent discrimination against Negroes on railroads. The Supreme Court was of the opinion

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2. Stephenson, op. cit. pp.212-13

that this particular law interfered with the regulation of interstate commerce, but it has not yet felt this way about laws enacted since that time to provide for the separation of races". [3]

In all sections of the country during the immediate years following the Civil War there were incidents of one kind or another which involved the question of separate but equal facilities for white and colored in public conveyances. Neither legislation, nor judicial action - not to mention custom or policy - showed any signs of uniformity in dealing with these matters. Nor can it be said that any given section of the nation had a complete monopoly in liberal bent or disposition toward granting full and equal privileges in travel accomodations to Negroes.

When denied equal facilities, "Negroes had recourse to 'law', but without much avail ... the biased courts usually evaded the issue by some sort of fallacious reasoning, or merely allowed nominal damages ". [4] A case in point is Gainesville Midland Railway v. Jackson, in which Juda Jackson was awarded $750.00 damages for an injury which was described as serious and permanent. [5]

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3. Woodson, Carter G., The Negro in our History, Associated Publishers, Washington, D.C., 1932, p 419

4. Ibid. p. 484

5. See 1 App. (Ga.) 632

"In 1870, the Georgia legislative enacted a statute requiring the railroads in the state to furnish equal accommodations to all, without regard to race, color, or previous condition when a greater amount of fare was exacted than had been exacted before January 1, 1861, which had been at that time half-fare for persons of color".[6]

The revised statement[7] of 1935, Code of Georgia Annotated, 1935, reads substantially the same, excepting, of course, the phrase dealing with fare.

2. Evolution of Separation of Races in Public Conveyances' Laws.

As has already been pointed out, Florida and Mississippi were the first states to have "Jim Crow" laws in public conveyances in 1865. Texas followed in 1866.

The Reconstruction regime tended to obstruct and fetter the legislatures of some of the states in the passage of similar laws immediately after the Civil War. The effect of the Reconstruction regime was, in some cases, the adoption of laws prohibiting discrimination against Negroes in public conveyances. The case of Louisiana is mentioned in the preceding section,

In the absence of state legislation on the subject of separation of races in common carriers, the courts and carriers themselves determined policy. In different courts and states and among different companies, there were divers policies, in force and in practice.

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6. Stephenson op. cit. pp. 209 -10. See also Acts of 1870, p. 398

7. See Ga. Code Ann. Book 6, 18-205 (1935)

The "Jim Crow" laws which came after 1881 often did no more than legalize widespread practices - the handiwork of the public conveyance companies themselves, ~~and, of course, it~~ The legal action seemed to represent the "will of the people".

Describing the "Jim Crow" laws of Mississippi, Florida and Texas of 1865 -67, as transient, Stephenson writes that, "the first State to adopt a comprehensive law separating white and colored passengers on railroad cars was Tennessee, which did so in 1881."[8]

A simple table may be constructed from Stephenson's data showing the states in order of their enactment of laws on separation of races in transportation.

State's Enactment of separation of races laws in public conveyances, by years.

Year	State
1881	Tennessee
1887	Florida
1888	Mississippi
1889	Texas
1890	Louisiana
1891	Alabama
1891	Kentucky
1891	Arkansas
1891	Georgia
1898	South Carolina
1899	North Carolina
1900	Virginia
1904	Maryland
1907	Oklahoma

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8. Op. cit. p. 216

The principle and details of "separate but equal" laws for white persons and "persons of color" are substantially the same in all the above states, and, it appears, that in most, if not all, of these states, the principle and the particular features of these laws are very nearly the same down to this present time.

3. Social Philosophy Advanced in Support of Laws of Discrimination in the Travel of Colored Passengers.

There may arise some question as to the appropriateness of the use of the term discrimination in the topical heading above. Common observation and some of the literature on the subject, however, seem to justify its use, no matter what connotation is given the term.

If in furnishing "equal accommodations", we actually find that white passengers, in travel, have "well-lighted, well-ventilated coaches" and Negroes, "foul, unclean, uncomfortable coaches"; if whites have satisfactory information services at stations, while Negroes have none; if all or most white persons must be given service at station ticket offices, while Negroes are forced to wait long after their "turn"; if "private rights" of white passengers are regarded and respected, while Negro passengers must be subjected to insults; if whites are granted adequate space facilities in transit, and the Negro "forever" has "standing room only", then, there is discrimination AGAINST, and the use of the word is suitable and proper, excepting its connotation, "to set apart".

A noted lecturer has this to say:

"Segregation (in any form) is nothing but discrimination" and as long as the races are separated in the south there will be discrimination

because the south is unable to furnish equal facilities.[9]

Measures and policies of discrimination, as found in constitutions, statutes and court decisions, are mere manifestations of underlying social facts. The foundations of the legal separation of races are not far to seek. They are a veritable maze of factors - common knowledge to any student of history. In addition to the variables listed above, (See page 1), the lawmakers and jurists of the south have clung to paternalistic views in dealing with problems affecting the Negro. They have considered him their "burden", mentally inferior, morally incapable of exercising restraint. With some of the white population, through the "organization of will" and the "organization of effort", these beliefs have been more than mere rationalizations; thus, these beliefs have come to be incorporated into the laws of the section.

In a very real sense, it would seem, also, that the social philosophy, from which stem race distinctions and discriminations, is a "fight to survive" - a contest between the haves and have-nots.

4. <u>What is the Law</u>:

In this section the writer will let the laws speak for themselves, refraining from comments or deductions. Reference will later be made to these laws.

18-205 <u>Duty of carriers to furnish equal accommodations</u>. Common carriers of passengers for hire shall furnish like and equal accommodations to all persons, without distinction of race, color, or previous condition. (Acts 1870, p. 398)[10]

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9. From a speech by Dr. Broadus Mitchell. Quoted by Atlanta Daily World Sunday May 30, 1943
10. GA. Code Ann. Book 6, Section 18-205 (1935)

18-606 Failure to supply equal and like accommodations. Any railroad violating the conditions of section 18 -205, by any of its employees, may be sued in the superior court of the county where the offense is committed, and any person so wronged may recover such sum as the court thinks right and proper in the premises, not to exceed $10,000. (Acts 1870 pp. 427, 428)[11]

18-9901 Failure to furnish equal accommodations to all. Any officer, employee, or agent of a common carrier of passengers for hire, or persons who are common carriers, who shall violate the provisions of section 18-205 shall be punished as for a misdemeanor. (Acts 1870 pp. 398)[12]

18-206 Separate car or compartments for white and colored passengers. Railroad companies doing business in this state shall furnish equal accommodations, in separate cars or compartments of cars, for white and colored passengers, and when a car divided into compartments, the space set apart for white and colored passengers respectively may be proportioned - according to the proportion of usual and ordinary travel by each on the railroad or line on which cars are used. Such companies shall furnish to the passengers comfortable seats and shall have the cars well and sufficiently lighted and ventilated. Officers or employees having charge of railroad cars shall not allow white

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11. GA. Code Ann. Section 18-606

12. GA. Code Ann. Section 18-9901

and colored passengers to occupy the same car or compartment. (Acts. 1890 - 1, p. 157)[13]

18207 Duty to assign passengers to their respective cars; police powers of conductors. All conductors or other employees in charge of passengers cars shall assign all passengers to their respective cars, or compartment of cars, provided by the said companies under the provisions of section 18-205 and all conductors of street cars and busses shall assign all passengers to seats on the cars under their charge, so as to separate the white and colored races as much as practicable; and all conductors and other employees of railroads and all conductors of street cars and busses shall have, and are hereby with, police powers to carry out said provisions. (Acts 1890-1, p.157)[14]

Nurses and servants in attendance on their employers are excluded from the provisions of sections, 18-206, 18-207 and 18-208. The gist of section 18-208 is that passengers shall remain wherever they are assigned.

Code, at. 19[illegible] 85-138 Passengers to observe state laws respecting separate seating of races. Passengers on street cars operated in the limits of the City of Atlanta, and in territory outside the city limits which has been incorporated as a part of said city for police purposes, must observe and obey the requirements of the penal laws of the state as the separate seating of the races in such cars; and any passenger failing to obey the directions of the conductor or person in charge of the car in this respect, in so far as it is practicable to do so, shall

13. GA. Code Ann. Section 18-206. Under section 18-9902, Ga. Code Ann. a violator (of this section) shall be guilty of misdeamor
14. GA. Code Ann, Section 18-207

be guilty of an offense and punishable as hereinafter provided.[15]

85-139 and 85-140

Duty of police to see that conductors enforce State laws requiring separation of races. It shall be the duty of the police to give special attention to ascertain whether conductors or other employees in charge of street and other railroad cars, require passengers in their trains or cars to comply with the provisions of the laws of Georgia respecting separate seating of races in such cars; and in case of violation of the said laws by conductors or other employees of railroad or street railroad companies, to arrest such persons so violating said laws, and prosecute them in the proper State court for such offenses.[16]

Stop ~~See~~ p. 15 b last page (at the end)

5. Legal Arguments Advanced.

The types of cases which have come to the attention of courts on the question of separate and equal accommodations have been so varied in nature, (at least, this is true for the cases the writer has read), that it is difficult to ~~consider~~ find continuity in the deliberations and decisions of our courts on this subject.

The issue of the "classical" tenor of the legal arguments advanced will be considered in the next section. Suffice it here to mention a few cases and the "central theme" of the arguments of the judges.

The reader will refer to the Appendix for a more elaborate statement on the cases to follow:

In the case of Gainesville Midland Railway v. Jackson,[17] a case

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15. Code of Atlanta, 1942, Section 85-138

16. Code of Atlanta, 1942, Section 85-139

17. See Appendix I, also, App. 632

involving the serious and permanent injury to a woman, in the boarding of a train, etc., the Court of Appeals sustained the meagre award of $750 for damages granted by the jury of the lower court, and gave considerable time to the question of its jurisdiction in said case, the defendant contending that the higher court had no jurisdiction in the matter.

In the case of Hillman v. Georgia Railroad,[18] the Supreme Court justices made clear the necessity for rigid adherence to the rule of separate accommodations. A separate car, set apart for colored passengers, was invaded by a white man. The court established the company's liability for damages, in that, it contended it was the duty of the conductor to interfere in the incidents which took place in the car for colored, in the conductor's presence.

The case of Brown v. The State[19] seems significant in that it points to a type of confusion which may stem from lack of uniformity in the enforcement of the law of separate but equal facilities.

In this case, a Negro who was accosted by the conductor in an intermediate car for whites, and who claimed that he was proceeding from the rear car for colored to the front car (also) for colored, was found, by the Supreme Court, "guilty of the forbidden act of 'remaining'.."

The court, here again, emphasized rigid respect for "separation of races" laws.

Of special interest is another case,[20] in which a conductor of a street car rendered his company liable for damages for the insulting

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18. See Appendix II and GA. Reports 126/814
19. See Appendix III and GA. Reports 110/771
20. See 2 App. 499

mistake (as the court saw it) of accusing a white passenger of being a Negro.

6. Are There "Classical" vs. "Real" Legal Arguments:

The classical" jurist considers what the courts have done in the past. To this jurist, "the law is always there", it is only to be found and applied. Certainity, precedents, and stability are the tools and guide of the judge with a classical bent.

The Realist is more concerned with situations, the dynamic of personalities, social facts. "General welfare", at a given time, enters into the realist's application of the law.

It is not easy to pose the judges of Georgia and the south in either of these camps. The problem is all the more difficult because of, what seems to be, the relative inflexibility of the laws governing the decisions of the courts particularly on separation of the races, per se. Enforcement and administration of the laws may be somewhat another matter than interpretation of laws.

It is probable that southern judges are more "classical" than "realist". What the courts have done in the past, and, moreover what the people willed before the laws on separation of races were passed, ~~would~~ probably greatly influence the decisions of the courts.

7. How Does the Law Work?

Numerous are the persons of both races, who contend that if facilities were EQUAL and separate (emphasis on the equal), in transportation, (and other areas of human relations, as well) the Negro would "go his way in peace."

Disrespect for the law is not the problem, although few people know the law(s) except in a very general way. The law is clear; it is both

general and specific, but at so~~me~~ many points the law and the customs diverge. To have a"policeman" on every train, every street car and every bus may mean that we have as many laws (for all practical purposes in the exercise of authority) as we have trains, street cars and busses. What if the duly constituted police systems of the cities of the nation spoke different dialects? There is confusion. As the situation now stands the Negro passenger hesitates to insist upon rights under the law, because custom and practice may belong to a very different category than law.

The law and custom discriminate against the Negro, but only law has some consistency and ~~sameness~~ uniformity.

A CONCLUDING STATEMENT

While, up to this point, the literature on the judicial aspects (cases) of how the separate but equal law works in transportation in Georgia, has not been employed exhaustively, it is, at the same time, very probable that all the pertinent court cases to our problem would represent a very negligible proportion of all the incidents and experiences which properly fall into the sphere of our interest. Doubtless, numerous incidents are unrecorded; many are unnoticed except for the attention given to them by those against whom discrimination is directed. Moreover, the Negro has been"taught" the futility of bringing events of discrimination into the light; and, his white lawyer, upon whom he has had to depend largely, speaks the language of the "opposition".

So this study has an obvious limitation - in itself, it does not

promise to give penetrative insight into, or pervasive comprehension of, the problem of the separation of races in transportion. In order to get a total picture of this"complex", we may need to consider the materials in this study, the (legal) foundation, on which we stand; and, from this place, we must "pivot" in many directions. Put another way, in the absence of abundant court materials and with a knowledge of the law (s) at our command, we must look to people and situations, of which, there are so many to be studied and observed.

A P P E N D I X

APPENDIX I

Gainesville Midland Railway v. Jackson

The case Gainesville Midland Railway v. Jackson (See 1 App 632), while it does not seem to answer the question of how the separate but equal law works in transportation for whites and Negroes, probably illustrates the historic attitude of common carriers in dealing with problems arising out of the transport or conveyance of Negro passengers.

A quotation from the case aforementioned follows:

> On the merits of the case, the plaintiff in the court below proved the following facts: On February 15, 1906, she (Juda Jackson) boarded a passenger train on the line of the defendant's railway, at a regular station, and when she had gotten upon the platform of the train, and before she had time to get into the car, or had time to get a seat, and while she was still on the platform of the car, it suddenly started and made a sudden jerk, throwing her down with great force across the coupling of thecars, and very seriously and permanently injuring her. She was a Negro and as she got on the platform, and was starting to go into the car, an employee of the company told her not to go into the car into which she had started, but to go into the other car, and, in obedience to the order, she turned for the purpose of going into that car, but before she had time to enter or get a seat, the sudden jerk occurred, by which she was injured.... Under the facts of the case, there was no merit in the statutory grounds of the motion for a new trial. The verdict was amply supported by the evidence.

It is, no doubt, already apparent to the reader that the defendant

in the above case made motion for a new trial, (appeal from $750 which the jury awarded in her, Juda Jackson's behalf). Further, the defendant assigned "error on the judgment of the trial court in refusing the motion". When the case was called in the Court of Appeals, the defendant's motion was that the case be dismissed because of want of jurisdiction of the said Court.

Action for damages had taken place in Hall County, December 22, 1906. Gainesville Midland Railway placed want of jurisdiction on the ground that the Court of Appeals was not organized until January 1, 1907.

In affirming the judgement of the trial court, the Court of Appeals admitted that it did not organize by qualification of the judges until January 2, 1907, but held that the organization of the court is an entirely different matter from its creation. It was pointed out that the constitutional amendment creating the Court of Appeals was ratified on October 3, 1906, and the Governor issued his proclamation October 12, 1906

In leaving the verdict of the lower court undisturbed, it seems clear that damages were not the chief concern of the Court of Appeals; rather, special stress was placed upon the question raised by the railway company as to "right" of jurisdiction of the higher court in the case*

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* See 1 App. 632

APPENDIX II

HILLMAN V. GEORGIA RAILROAD

The action of the Supreme Court of the State of Georgia in the case of Hillman v. Georgia Railroad and Banking Company, decided November 1906, reflects the position of the Justices at that time on the question of separate accommodations for whites and Negroes and the civil liability of a railroad company when it fails to enforce this separation of races provision.

In the above case (See Ga. Reports 126/814) Jonas Hillman brought an action for damages against the aforementioned Railroad Company.

> According to the evidence for the plaintiff, a passenger car set apart for colored passengers, as provided by law , was invaded by a drunken person, who was guilty of violent conduct, terrorizing the occupants of the car, and compelling the plaintiff to leave his seat and ride on the platform, while the conductor remained idly by and neither protected the passenger nor arrested or ejected the offender (which is the duty of the conductor, etc.)

In establishing the company's liability for damages, the Supreme Court emphasized the "letter of the law" (See Ga. Code Ann. Section 18-206) on separate accomodations for white and colored passengers. The Supreme said, among other things, that:

> The charge of the court did not accurately submit to the jury the law applicable to the case made by the pleadings and evidence, and entirely omitted any reference to the contention, made by the plaintiff in his pleadings and evidence, as to whether the conductor permitted a drunken

and disorderly passenger to remain in the car where he had no right to be, and there to commit the acts complained of by the plaintiff.*

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* Georgia Reports 126/814

APPENDIX III

BROWN V. THE STATE

"The case of Brown v. the State* seems significant in that it points to a type of confusion which may stem from lack of uniformity in the enforcement of the law of separate but equal facilities." (Statement appears at another place in the study)

In this case (reviewed in 1900) an excursion train, conveying both white and colored passengers from Savannah to Macon, had the latter assigned to front and rear coaches, in between which, was a car for whites, (The "uniform" or usual composition of the train is not in this wise - it is a coach or coaches to the front of the train for Negroes.) Brown, the plaintiff when found by the conductor "remaining" in the car provided for whites, contended that he had been assigned to the front car at the beginning of his journey, had, at some point, during the journey proceeded to the rear car, was proceeding (again) from the rear car to the front car when in the intermediate car (for whites) he was accosted by the conductor.

The Supreme Court emphasized Brown's "remaining", and held that "The length of time he remained was, of course immaterial. "Such passenger was guilty of the forbidden act of remaining'...."

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* In connection with this case mention should be made of the "right" of the conductor to assign all passengers to their respective cars. (See GA. Code Ann. Section 18-207) For case, see Ga. Reports . 110/771.

62-121 Municipal Code of Atlanta. 15 b

Races to Be Separated in Cabs and Hired Automobiles

It shall be the duty of all owners and operators of taxi cabs or autos for hire within the city of Atlanta to indicate on the side of such vehicles whether the taxicab or auto for hire is to be used by and shall serve white or Negro passengers. The sign so indicating shall be painted under the owner's name and shall be in letters not less than one inch in height. The sign shall read, "For White Passengers Only," or "For Colored Passengers Only," as the case may be. This sign, as well as the "auto for hire" or "taxi" sign, shall be painted on both sides of the vehicle in an oil paint of contrasting color to the vehicle, and in paint that can not be rubbed or washed off. Such sign shall remain on said car so long as the operator holds a permit and license to operate that machine. No such taxi cab or auto for hire owner or operator shall carry both white and Negro passengers in the same vehicle, but shall serve one or the other of said races to the exclusion of the other. There shall be white drivers for carrying white passengers and colored drivers for carrying colored passengers. Applicants in filing their petitions for permits shall state on their ~~petitions for permit, shall state on their~~ applications whether the taxicab or auto for hire is to be used for ~~handling~~ hauling white or colored passengers. (May 7, 1940).

85-138 (2959)

Passengers to observe state laws respecting separate seating of races. Passengers on street cars operated in the limits of the city of Atlanta, and in territory outside the city limits which has been incorporated as a part of said city for police purposes must

SUMMARY OF SEGREGATION LAWS, GEORGIA AND ATLANTA

Georgia law requires separation of white and Negro passengers on trains and busses, but requires that the accommodations furnished each race must be like and equal.

Georgia law requires separate schools for white and Negro pupils.

Georgia law requires separation of white and Negro patients at Milledgeville State Hospital.

Georgia law prohibits the marriage of white and colored persons.

Georgia law requires the separation of white and Negro prisoners when not at work, and when actually engaged in work, the two races are to be kept separate as far as possible. --this section refers to the State Farm.

Georgia law requires that the white and colored inmates of the Georgia Training Schools be kept separate and distinct in all work and study.

Georgia law prohibits the chaining together of white and colored prisoners.

Atlanta law requires that barber shops must show on signs whether white or colored persons are served therein, and colored barbers are forbidden to serve white women or girls.

Atlanta law forbids the burial of colored persons on ground set apart for white persons.

Atlanta law provides that separate toilets must be provided for men and women in manufacturing establishments; the law makes no mention of race.

Atlanta law requires separate restaurants for white and colored persons and provides that each restaurant must display a sign saying which race is being served therein.

Atlanta law forbids the sale of wine and beer to white and colored persons in the same room.

Atlanta law requires the separation of races in cabs and hired automobiles.

Atlanta law prohibits amateur baseball on grounds within two blocks of playground devoted to other race; i.e., white boys may not play amateur baseball within two blocks of the playground devoted to Negro children, and vice versa.

Atlanta law requires separate parks for the two races, and forbids colored persons to enter Grant Park, except that part occupied by the zoo.

Atlanta law requires passengers on street railroads to observe state laws respecting the separate seating of the races, and conductors are given police powers to enforce the laws.

There are no state laws prohibiting the meeting together of white and colored persons in churches, public meetings, etc, and the Municipal Code of Atlanta, 1942, does not contain provisions prohibiting such meetings. Each city may make its own laws on this point, however. There may be ordinances passed by the board of directors of the city auditorium, city parks, etc., prohibiting the joint meeting of the two races, but we have no data on this.

INCIDENT IN UNION STATION

February 16, 1946
8:43 P. M.
Atlanta, Georgia

A white special officer (employed by the railroad companies) had been moving about the Negro waiting room at frequent intervals since 7:15 P. M. scrutinizing the bulges in the clothing of any Negro man passing by. Suddenly he moved over to a seat where a colored man was resting, apparently asleep. He grasped the man's right shoulder in both hands and shook it violently. The officer (with civilian trousers, overcoat, hat, but no badge showing) had grabbed up the wrist of the man and proceeded to twist it until the man's right side and shoulder were turned up at a painful angle. All the while the officer was repeating rapidly and nervously "Wake up! Wake up! Where are you going?" I could not hear the Negro's reply.

The officer finally placed his hand on the Negro's back and pushed him upright and out of the waiting room into the baggage room. He went through the man's pockets and took out some papers, read them, then sent the man back into the colored waiting room. In a few moments, the officer came into the entrance lobby with another Negro man, pushing him roughly along. A Negro soldier and a girl came up to talk to the officer and the man. The soldier said the girl was his wife. He plead for the first Negro and the officer said, "You better see that he gets out of town right away or I'll have him put in jail." He then turned the Negro loose and went out into the train shed.

EXAMPLE OF SERVICE IN TERMINAL STATION RESTAURANT FOR NEGROES

On January 31 a passenger came into the Terminal Station from Jacksonville, Florida on the Royal Palm at 10 A. M. The train was approximately two hours late and did not carry a diner. He went in the colored restaurant at the Station for breakfast. He sat on the stool second from the left end of the lunch counter, and waited at least five minutes for the waitress to come for the order. At the end of that time, she spoke from her position at the other end of the counter and asked, "Is there something for you?" He replied, "Yes, I want breakfast." This had to be said above the noise which one would find in any busy station like the Atlanta Terminal, so that she might hear at that distance. She came closer, and was very discourteous in her entire attitude. He told her that he would like to have grapefruit juice, bacon and eggs, toast and coffee. She said in a very insolent way, "We don't have any grapefruit juice, or bacon, or cream for the coffee." He asked her to go to the other side and get some. She refused to do so in a very impertinent manner. At that moment he left the restaurant.

Most of the traveling public doesn't look for special favors. It is a matter of just plain good business, however, for an employee in a public restaurant to be courteous and to give as efficient service as possible.

This man is frequently in and out of the Terminal Station because of the nature of his work, and would find it convenient to use the restaurant there. At the same time, there are many other people who would like to use these facilities, but are restrained from doing so by the general conditions, and especially the attitude of that waitress.

GBJ-

RACIAL SEPARATION IN TRANSPORTATION
Atlanta, Georgia

Situations Upon Which Recommendations and Action Programs May Be Based

Consider the following in view of approaches that may be made to: the courts, the police, elected public officials, the carriers, the terminal management, the Public Service Commission, and the public.

A. The Laws of Racial Separation, Atlanta and Georgia

1. A negligible proportion of the cases of racial separation in transportation in Atlanta have come within the purview of the superior courts of the state. This means that by far the majority of the cases of racial friction in transportation are heard in lower courts; and that, as a result, many of the problems of racial separation do not come to the attention of higher legal authorities.

That most segregation problems come to the attention of local police and the lower courts is supported by statements of three outstanding Atlanta lawyers. According to these lawyers, variations in interpretation of laws on separation in the state and city may often occur because of a limited knowledge of the laws and the general level of intelligence of police officers.

It is suggested that this state of affairs be called to the attention of high ranking city and state authorities and that they be requested to require clo-

ser scrutiny of the methods and procedures employed in handling cases of racial separation.

2. No offenses appear in the annual police court reports of Atlanta under the classification of violation of separation of races laws. The cases involving racial friction are classified under such headings as assault and battery, disorderly conduct, drunkenness, etc. These classifications include a multitude of other offenses, also. In such a system of classification of offenses, the public can have no knowledge of the chief sources of friction in racial separation in transportation.

It is suggested that proper authorities be requested to include in police records a category for racial separation violations so that special attention may be given to the chief areas of friction.

3. Some city ordinances of racial separation in transportation are violated with the assent of police officials.

E.g., a portion of the Municipal Code, City of Atlanta, 1942 (62-121), under the subject, Races to be Separated in Cabs and Hired Automobiles, reads: "There shall be white drivers for carrying white passengers and colored drivers for carrying colored passengers." Nevertheless, several Negro

drivers of cars for hire in Atlanta serve white persons only. The reverse of this does not obtain except in most unusual cases. Many of the cars for hire do not comply with the exact stipulations of the ordinance covering hired automobiles. According to this ordinance, signs on autos for hire should read "For White Passengers Only" or "For Colored Passengers Only." Some cars for hire do not display such signs. The mayor, the presiding officer of the police committee of the City Council were present when the committee in 1942 authorized the hauling of white passengers by colored drivers in hired automobiles in direct violation of the law cited above. The attorney for the city of Atlanta and two high-ranking police officials endorsed the action of the committee of the city council. However, when an observer in August, 1945, questioned the city attorney over the telephone about the practice of colored drivers driving white passengers, he reversed the position he had taken in 1942, saying that it was illegal for colored drivers to carry white passengers.

It is suggested that acts of council should be repealed or tested for legality. When committees are allowed to supersede city council ordinances, as above, social situations involved races are aggravated, particularly when the public is not advised of such action.

4. There has been a very one-sided enforcement of the law by the police authorities and the lower courts. In all cases coming to the attention of the Southern Regional Council, the Negro participant has been adjudged guilty.

E.g., numerous cases of assault without justification by street-car operators upon colored passengers have been reported. In such cases, the Negro victims are almost always forced to pay fines or to remain incarcerated at the police station for short periods of time. There is no record of charges being preferred in such cases against street car operators or local policemen who perpetrate injustices against Negroes. A case in point is that of a man and his wife who were both brutally assaulted on a street car by the operator at a downtown loading point. The man had refused to pay a fare for one of his children whom he said was "under age." When the police officers came to the scene of the disturbance, they took the Negroes -- parents and two children -- in their police car to the police station. The operator resumed his duties.

A Negro veteran who stood in a drunken condition at the colored entrance to the Union Station was approached by a detective. When the veteran refused to go into the waiting room at the direction of the detective, he was beaten, kicked, and arrested by the detective.

A colored Atlanta school teacher and her teacher who objected to being denied bus accommodations to Athens, Georgia, after having purchased their tickets, were found guilty of disorderly conduct after they were detained for some time at the police station following their arrest. One lawyer who heard the trial said that the witnesses for the bus company were all perjured; nevertheless, the two women who were greatly intimidated and embarrassed were required to pay fines totaling $29.00.

It is suggested that some agency with considerable influence in the community initiate and follow through prosecution proceedings against police authorities and carrier employees who perpetrate injustices upon Negroes in such cases as those mentioned above. Agencies should make frequent and concerted appeals for justice for all people in the lower courts. Special appeal should be made to the lower court judges themselves.

5. State and local laws requiring separate but equal accommodations consistently refer to "colored persons" or "persons of color," not to "Negroes"; yet other persons of color than Negroes are often accorded the same accommodations under the law as white persons.

E.g., the definition of "white person" by Georgia law shall include only

persons of the white or Caucasian race, who have no ascertainable trace of either Negro, African, West Indian, Asiatic Indian, Mongolian, Japanese or Chinese blood in their veins. Nevertheless, these "other than white persons" use waiting facilities set aside for white passengers, ride on train coaches set apart for white people, seat on street cars "from front toward rear" as the Georgia Power Company policy directs white passengers to do.

It is suggested that the term "white person" be redefined or that other persons of color be required to observe the same racial separation proscriptions as Negroes.

Should we ask that Chinese be segregated?

B. Nature of Terminal Facilities and Services in Atlanta

5. Confusion and friction often result because there are no signs at the front of the stations pointing out the white and colored waiting rooms and since the colored waiting rooms are located at the sides, and are not readily seen from the front of the stations, Negroes often enter stations through white waiting rooms.

E. G., observers report that although in most such cases there is no friction, in other cases, policemen and station officials roughly demand that Negroes get out of the white waiting room. Negroes have no way of knowing that they will not be molested if they pass through the white waiting room. On one

occasion a policeman walked up to a Negro woman who had gone into the white waiting room by mistake and told her to "git back where niggers are supposed to be." It is suggested that station employees and other persons who work on the premises should be urged to deal leniently with colored and white passengers when the signs for direction of the races are inadequate.

6. Although a ruling by the Georgia Public Service Commission decrees that there shall be separate waiting facilities at railroad stations, the separation achieved at Terminal Station is far from complete; i.e., although provision is made for separation in some facilities and services, there is no separation in others.

E.g., white and colored passengers sit side by side in the concourse, receive service at the same baggage window, use the same booth telephones, photo booths, and fruit stand in the concourse. Negroes also enter the white waiting room to receive service at the Western Union substation, and observers report that occasionally Negroes are served at the soda fountain and newsstand in the white waiting room.

It is suggested that facilities and services which are to be used by both races be located in a central place rather than in one waiting room, for

example, so that the possibility of friction between the races in the use of the facilities will be lessened.

7. Although basic facilities and services are provided separately for white and colored passengers -- as waiting rooms, restrooms, eating facilities -- certain facilities and services either appear only in white waiting rooms and not in colored waiting rooms, or appear in more adequate degree than in colored waiting rooms. When such is the case, it cannot be said that facilities and services are equal in each waiting room. Although at Terminal Station, especially, Negroes are allowed to use certain facilities in the white waiting room, their presence there is a potential point of friction.

E.g., at Terminal Station there are a soda fountain-newsstand, 11 booth telephones, and a counter at which calls may be placed and change made, both a direct wire to Western Union and a Western Union substation, while in the colored waiting room there is no soda fountain, a newsstand where merchandise is not comparable to that in the white waiting room, only 2 booth telephones, and a direct wire to Western Union - no substation.

At Union Station there are 5 booth telephones, 2 direct wires to Western Union, and a newsstand in the white waiting room. In the colored waiting room there

are no such facilities in the waiting room proper, although there are two booth telephones and one direct wire to Western Union in a vestibule adjoining the colored waiting room. There is no newsstand, however.

Although at Terminal Station Negroes have often been observed to receive service at the Western Union sub-station without friction, at other times their presence has led to conflict. Such was the case early in April of 1945 when two Negro soldiers who had gone in the white waiting room to send a telegram were beaten by two M.P.'s and a train caller.

It is suggested that if separate facilities are to be maintained, the same facilities and services should be supplied in the colored waiting room as are supplied in the white waiting room or that the facilities be centrally located.

8. Ticket service provided for Negroes is inadequate during most periods of the day, and during rush hours, particularly, is far less adequate than that provided for white passengers.

E.g., at Terminal Station there is a half-wood, half-glass enclosure which Negroes must enter to purchase tickets. Four windows open from the ticket office to the enclosure, but on no occasion during almost daily periods of

observation were more than two of the windows open. Service to white passengers is given over a counter, running the whole length of the ticket office and the width on the side. The number of attendants serving white passengers seems to vary with the hour of day or night, and with the volume of business. As many as 7 attendants have been observed to be on duty at one time, although the number is usually 3, 4, or 5. One agent seems to be permanently stationed to serve Negroes, although a second attendant was observed to serve at a second window during certain rush hours. Thus service to Negroes is much slower and more inadequate than that to white passengers.

At Union Station there are five ticket windows opening to the white waiting room, although one of these seems to be permanently closed. Of the remaining 4, one or two were often closed during periods of observation. Three windows open to the colored waiting room, but one was closed during all periods of observation. At Union Station, no one attendant seems to be designated to serve Negroes. During most periods of observation when the station was uncrowded, white and colored passengers seemed to be served in due turn. It was when the volume of business was heavy that the separate ticket service discriminated against Negroes, for observers report that the ticket sellers waited on white passengers instead of Negroes, and that only one ticket seller served Negroes,

while two or three ticket sellers served white passengers.

It is suggested that the inequalities of such separation be pointed out to the public. It is also suggested that this material be presented to the proper authorities in charge at the stations with a view to making the service rendered the two races under the separate system more nearly equal. It is also suggested that the enclosure at the colored ticket window at Terminal Station be removed.

9. Information service rendered to colored passengers, particularly at Terminal Station, is unsatisfactory.

E.g., while one or two attendants stand at the counter to serve white passengers, Negroes are served by the telephone-information attendants, who give the information to the seekers without getting up. An observer reports that it is often hard to hear the information given by the attendants. It has also been observed and reported to observers by travelers and redcaps that Negroes hesitate to avail themselves of the information service provided at Terminal Station because the attendants seem unwilling to render service to Negroes.

It is suggested that the unequal practices which prevail under the separate

system be made known to the public and that the proper station authorities be requested to make the service more nearly equal.

10. The restrooms provided Negroesare smaller and less well-equipped than those provided for white passengers. Full or part-time maid and porter service is provided for white passengers, but not for colored passengers. The inequality in facilities and services is particularly noticeable in the lounges provided for women and in the "extra" service provided for men, as shoe shines, pressing, showers.

E.g., lounges for white women are furnished with several leather couches, chaires, desk, baby beds, while those for colored women have a fewer number of such conveniences and less comfortable ones. At Terminal Station, there is in the men's room a pressing unit, showers, and porter service, while colored men have no such services. Rooms for colored passengers are often reported as dirty, foul, and unsanitary.

It is suggested that the public be informed of such inequalities and that the proper station authorities be requested to take such steps as will reduce the inequalities to a mimimum. It is also suggested that the City Health

Department should make periodic inspection of restrooms and require that they meet certain standards.

11. The eating facilities provided for colored passengers are not comparable in size, equipment, or service rendered with those provided for white passengers.

Terminal Station provides a restaurant for colored passengers, but Union Station does not -- there is in the colored waiting room a small food counter at which no seats are provided. Only ready-prepared sandwiches and drinks are sold here. A restaurant with counters and table service is provided for white passengers at Union Station. The menu usually includes one or two hot dishes, read-prepared sandwiches, drinks, and the like. At Terminal Station there is a cafeteria for white passengers. Much the same menu is served in the restaurant of each race, but food service is better in the cafeteria than in the restaurant for colored passengers since the food is brought across the hall to the colored restaurant.

It is suggested that the public be informed of the unequal facilities and services which prevail and that the proper authorities be contacted and requested to equalize the eating facilities. It is also suggested that the City Health Department should make periodic inspection of restaurants and

other eating facilities and should require that they meet certain high standards.

12. Public baggage checking facilities are not as adequate for Negroes as for white passengers.

E.g., in the white waiting rooms at Terminal and Union Stations there are steel lockers with 10¢ key rental, but no such lockers are located in the colored waiting rooms. Both races use the lockers located on the concourse.

It is suggested that the situation be called to the attention of the proper station authorities and that public steel lockers be placed in the colored waiting rooms.

13. Station officials and policemen at the stations are often discourteous to members of both races, but observers report that the discourtesy is more pronounced toward Negroes than toward white passengers and that Negroes often have difficulty in receiving ordinary courtesies and services.

E.g., ticket and information agents at the train stations are often curt and discourteous to colored passengers. An observer at Terminal Station reports overhearing a ticket agent bitterly reprimand a Negro who had not made it clear whether or not she wanted a ticket to Cleveland, Ohio, or Cleveland, Tennessee.

Gatemen at the train stations are often discourteous to members of both races, but the discourtesy toward Negroes is more flagrant. A red cap at Union Station told an observer that one of the gatemen "is as mean as he can be. He holds the colored back until all the white people have gone down to the trains." Observers report that at both Terminal and Union Stations gatemen often speak sharply and indifferently to Negroes requesting services and information, and that they often refuse Negroes services which they give to white people. For instance, a train caller at Terminal Station refused a Negro woman a pass to go down to a train to get her young nephew who had traveled from Birmingham, and who had been told by his mother to wait on the train until his aunt came for him. He also refused both white and colored Traveler's Aid workers who requested that he give the Negro woman a pass to the train. While the Negro woman was being denied this service, the train caller issued passes to trains to white people. It should also be remembered that white people who have received discourteous treatment may protest more effectively to management than can colored people.

It is suggested that the train station managements be requested to give specific written instructions on the fine points of courtesy to all their employees. These instructions should recognize the numerous complaints which

have been made by Negro passengers and should deman improvement in station policy in dealing with colored passengers.

14. The waiting room for colored passengers at the Greyhound Bus Terminal in Atlanta is much smaller than that for white passengers and is not adequate to handle the volume of Negro traffic.

E.g., the white waiting room is approximately 60 by 60 feet, while the colored waiting room is approximately 30 feet by 24 feet, including the lunch counter. At no time of observation did observers report the presence of "standers" in the white waitingroom. Crowds of white and colored passengers are reported as waiting on the concourse, but no standers were ever in the white waitingroom proper. At no time of observation was every seat taken, either. At times the empty seats were scattered over the room and numbered only five or ten, but every seat was not taken. In the colored waiting room, however, the presence of standers was often reported; colored passengers often sit on suitcases and boxes and stand both within and without the waiting room. It is suggested that the colored waiting room be enlarged so as to more adequately accommodate passengers.

15. The entrance to the colored waiting room is located between the rear entrance to the kitchen and the rear entrance to the baggage room, and is usually cluttered with trash and garbage cans, as well as baggage.

E.g., cans and boxes of garbage are placed just outside the door to the colored waiting room, and trash is burned there, even on the hottest summer days. On September 1, for example, an observer noted the following: "The setting in front of the waiting room presented the following "ornaments" for those who sat or stood there: six garbage cans, four filled to capacity and open; a few wooden boxes which had been unloaded of their wares; trucks which convey baggage to and from busses; and big fire from which smoke blows into the colored waiting room." Observers report much the same picture at every period of observation.

It is suggested that since the garbage cans and other filth near the colored waiting room contribute to an unhealthful condition, and that since the accumulation of baggage near the entrance to the waiting room is unsightly and inconvenient for colored passengers, that both these conditions should be corrected. This correction should be urged upon the station manager before appealing to any other persons in interest of sanitation.

16. There are no signs at the main entrance to the station or on the concourse to direct the way to the white and colored waiting rooms. This lack of direction often makes for confusion, particularly since the colored waiting room is located at the side of the station and Negroes who enter the white waiting room are often molested. There is a door opening to the colored waiting room to a passageway to the white waiting room, but observers report that this door is little used by colored passengers. Four doors open from the white waiting room immediately to the concourse, but the entrance to the colored waiting room is not readily observable on the concourse.

E.g., observers report that Negroes disembarking from busses on the far side of the station from the colored waiting room are often confused in their attempts to locate the colored waiting room. Observers also report that although at times Negroes have entered the white waiting room without friction, on other occasions such entrance has constituted a serious offense. On one occasion, according to a police report, a Negro woman started to enter the white waiting room not realizing, she said, what she was doing. A bus driver grabbed her as she went in the door and severely beat her.

It is suggested that the station be redesigned so as to make the colored waiting room more accessible to the concourse.

17. Certain facilities which are found in the white waiting room are either lacking altogether in the colored waiting room or are present in smaller numbers than the smaller volume of Negro traffic would seem to warrant.

E.g., there is a newsstand in the white waiting room in connection with the restaurant, at which candy, smokes, fruit, and various patent commodities, souvenirs, and the like are also sold. Negroes may purchase fruit, smokes, candy, and the like at their lunch counter, but there is no newsstand there. In the white waiting room there is a direct wire to Western Union and a Western Union substation. There are no telegraph facilities of any sort in the colored waiting room. There are eight booth telephones in the white waiting room and only one in the colored waiting room.

It is suggested that the same facilities and services be provided in the colored waiting rooms as are provided in the white waiting room, or that if facilities are to be used by both races, they should be conveniently accessible to both races.

18. Although from two to six ticket windows are open to the white waiting room, depending on the hour of day or night and the volume of business, there is only one window opening to the colored waiting room, and only one attendant is on duty there, no matter how large the crowd waiting for service. Thus while the service for white passengers is expansible, that for Negroes is not, and the ticket line in the colored waiting room is often long and slow. Many Negroes miss busses because of their inability to purchase tickets in time.

E.g., a Negro observer reports that on one occasion it took him almost 40 minutes to purchase a ticket, as the line was so long. On another occasion a Negro told an observer that he had had to wait in line one hour and forty minutes in order to buy a ticket, and another man who was behind 25 persons in the line said that he had already waited for more than 45 minutes.

It is suggested that here again there is need for redesigning the station so that the number of ticket windows in the colored waiting room could be increased, as well as the number of attendants on duty to serve colored passengers.

19. Although there is an information office in the white waiting room at which an attendant supplies information to white passengers, the only information service rendered colored passengers is that given by one ticket agent who serves colored passengers.

Such an arrangement means that the information service rendered to colored passengers is by far inferior to that rendered white passengers. The fact that the ticket agent must also supply information to colored passengers means that ticket service is slowed considerably, and if the ticket line is long, the passenger who wished information only has a difficult time obtaining it.

It is suggested that the station manager be required, under the separate but equal theory, to supply the colored waiting room with information service comparable to that in the white waiting room.

20. The rest rooms for colored passengers are less sanitary and are less conveniently accessible than those for white passengers.

E.g., the restrooms for white passengers are located on the same floor as the waiting rooms and are well-lighted and ventilated, but those for colored passengers are located in the basement and are dirty, unsanitary, and poorly ventilated. The steps leading to the restrooms in the basement are literally caked with garbage and other kinds of filth. The only ventilation is supplied through two windows which open to an air space covered by an iron grill on the sidewalk above.

It is suggested that the station management be requested to correct these disparities. The restrooms should also be periodically inspected by the City Health Department and required to meet certain high standards.

21. The types of facilities provided in the restrooms for white passengers are greatly superior to those in the colored restrooms.

E.g., in the restroom for white women there are two free toilets, and five wash basins, in addition to four pay toilet-wash room compartments, containing a toilet and a wash basin, and one bathroom equipped with shower, toilet, and wash basin. In the wash room for colored women there are three wash basins, two free toilets, and one pay toilet — no wash room compartments or showers. Showers are provided for white men in the basement, but no such convenience is provided for colored men. Although there is a lounge for white women, there is no such room for colored women; in fact, there is not even a chair or table for colored women in the wash room.

It is suggested that, under the separate but equal theory, the station management should be requested to correct these disparities.

22. The eating facilities provided for colored passengers are not comparable in

size, equipment, or service rendered, with those provided for white passengers. E.g., the restaurant for white passengers is a large room, containing three marble-topped counters seating about 15 people each, and 12 booths, seating four people each. Negro passengers are served at a lunch counter in the colored waiting room. There are ten stools to the counter The fact that the lunch counter is not set off from the waiting room and that there are not many seats in the waiting room encourages loitering at the lunch counter. Daily menus and food prices are the same for both races. Both restaurants are described by observers as often dirty and the service as slow.

It is suggested that some attempt be made by the bus company management to provide the same type of meal service for colored passengers as is provided for white passengers. It is also suggested that the City Health Department should make periodic inspection of eating facilities in the bus station and should require that they meet certain high standards.

23. Public baggage checking facilities in the colored waiting room are less adequate to care for the needs of passengers than are those in the white waiting room.

E.g., in the white waiting room there are 172 public steel lockers -- 10¢ key rental -- but in the colored waiting room there are only 8 such lockers. An additional 40 lockers are located on the concourse, but since these may be used by members of both races, they do not even the number available to Negroes.

It is suggested that since the present size of the colored waiting room is inadequate for more checking facilities, the waiting room should be enlarged so that more baggage checking facilities can be supplied.

24. Service rendered to Negroes at the station baggage office is inferior to that rendered white passengers there.

E.g., the baggage room is placed between the white and colored waiting rooms so that there is a window opening to each room. Usually one attendant was on duty during times of observation, but redcaps were observed to help out in the baggage room quite often. The pattern seems to be that when only one attendant is on duty, he waits on white people and leaves the colored window unattended for long periods of time. Such is often the case, also, when more than one attendant is on duty, although at times one attendant serves white passengers and one serves colored passengers.

Observers report that at times Negroes wait at the window for as long as 15 or 20 minutes at a time before receiving service; the attendant (s) is serving white passengers.

It is suggested that an attendant should be designated to serve colored passengers, or that if only one attendant is on duty in the baggage room, he should be instructed to serve whites and colored passengers in due turn.

25. Negroes are not accorded the same privileges of waiting for busses on the concourse that are accorded white passengers.

E.g., observers report that Negroes often stand on the concourse unmolested, but they also report instances in which Negroes have been required by policemen and/or station attendants to leave the concourse and return to the waiting room to await busses. This procedure becomes especially serious when it is linked with the fact that busses are often not called until after drivers have begun to load passengers, so that by the time Negroes go from their waiting room to the busses after they have been called, drivers may have already made the seat allocation for white and colored passengers and Negroes either have to stand or are not transported.

It is suggested that the station management be requested to discontinue the policy of not allowing Negroes to wait on the concourse.

26. The prevailing pattern of boarding passengers on busses is often unfair to the Negro.

E.g., although instructions from the management of some of the bus companies tell drivers that the long back seat of busses should be reserved as minimum space for seating colored passengers and that it is up to the driver to make the proper space allocation and board passengers accordingly, observers report that drivers often completely fill the bus with white passengers, thus forcing Negroes to stand or refusing to transport them.

It is suggested that bus company management should require drivers to follow their instructions in boarding white and colored passengers.

27. No provisions are made at the municipal airport of Atlanta for meal service for colored passengers. However, there is no sign in the restaurant saying that only white passengers may be served there.

E.g., white passengers are served in the airport restaurant, but Negroes are not allowed to eat there. They must either eat in the kitchen or procure sandwiches from the porter.

It is suggested that, under the separate but equal theory, a restaurant should be provided for colored passengers.

28. Separatewaiting rooms are not provided for white and colored passengers. Although white and colored passengers sit side by side in the one waiting room at the station, no incidents of racial misunderstanding have been reported to the Council.

29. Separate restrooms for white and colored passengers have been provided since the beginning of the summer. The restrooms for colored passengers are smaller and less adequately furnished than those for white passengers.

Note: A rather peculiar and complex situation exists at the Municipal Airport, since definite provisions are made for separating the races in some facilities and services and no provision for separation is made in others. Air travel is newer than train and bus travel, and there are neither as many laws to regulate the system as there are for other types of travel, nor have mores yet arisen to cover the situation as completely. Furthermore, the volume of Negro travel on air lines has not yet become so great as to make special legislation and custom necessary. There has been enough travel, however, to make the lack of laws and customs in "Jim Crow country" add to the complexity of the situation.

30. The pattern of taxicab service to and from the municipal airport is discriminatory against Negroes.

E.g., Negroes who miss the Belle Isle bus which runs to and from the city and the airport must take a Harlem Cab which in one instance charged a Negro a straight fare of $4.50 for one way transportation. White passengers ride in Yellow Cabs which cost considerably less.

It is suggested that this report be investigated. If it proves to be true, corrective action should be taken.

C. <u>The Nature of Local Transportation Facilities, Services, and Travel</u>

31. One chief source of friction is the loading and unloading of passengers, seeking to abide by the carrier ruling that Negro passengers may not leave from the front exit, even though it may be the more accessible exit. The usual pattern of loading is not a matter of company policy. However, according to statements of Power Company officials, white passengers expect to board first, and usually do. The usual pattern of whites first and Negroes last, in loading, contributesto additional physical contact between the races and other sorts of friction which could be abated, if during rush hours Negroes

were permitted to load first. The fact that white passengers load first also gives them opportunity to occupy most or all the seats available and this is the source of further friction.

E.g., on occasions when street cars are crowded with passengers, both white and colored and Negroesare compelled to stand in the front of the car, operators usually, in compliance with company policy, refuse to allow colored passengers to make their exit via the front door. This often inconveniences colored passengers who must ride considerable distances beyond their stop before they can push their way to the rear exit. On street cars serving predominantly Negro sections, when Negroes occupy front seats of cars, they are required to exit via the rear door. There is occasionally friction between operators and colored passengers who attempt to leave the car via the front door in violation of company policy.

It is suggested that any systematic pattern of loading and unloading of passengers be discouraged by the Power Company. It is suggested that the Georgia Power Company be urgedto allow white and colored passengers to leave cars via the more accessible exit, front or rear door. This, it appears, would not only be a more convenient method, but it would facilitate better

and quicker city transportation service. Since white and colored passengers load at the same door, there seems to be no logical justification for having colored passengers make their exit from other than the more accessible door, front or rear.

32. Another source of friction is the problem involved in the separate seating of the races on street cars.

E.g., Georgia law requires the separate seating of races on street cars and busses, but the law does not stipulate how this separate seating is to be accomplished. The Power Company's policy is to accomplish the separation of races on its conveyances by requiring the seating of white passengers from the front toward the rear and colored passengers from the rear toward the front. While the Power Company instructs its operators to supervise the separate seating of the races, operators are extremely dilatory in this respect. Thus white and colored passengers are often left free to make seating adjustments themselves. On the one hand, a Power Company official justifies the negligence of its operators to assume the responsibility for the seating of the races on the grounds that they are engrossed in their work. On the other hand, the Company is committed to the policy of avoiding rigid demarcations in seating patterns of the races, preferring to "let the passengers work things out between themselves."

The passengers' assumption of the operator's responsibility for the direction of the separate seating of the races and the operator's negligence in this respect is the cause of considerable racial misunderstanding.

Although white and colored passengers often make seating adjustments themselves amicably, the adjustment is at other times accompanied by misunderstanding and discrimination against the colored passengers. In such cases the failure of the operator to direct the seating adds to the discrimination against the Negro.

For example, white passengers have been observed to move toward the front of the car in order to provide seating at the rear for colored passengers without being asked to do so, and colored passengers have been observed to move to the rear in order to give seats to white passengers.

In other occasions passengers of each race have been asked by members of the other race to move. Sometimes the person has moved; at other times he has refused, and at such times misunderstanding and friction have resulted and the operator has failed to direct proper seating adjustment. Such a policy is highly unsatisfactory in that it relieves the operator of his special duties and responsibilities and places these duties and responsibilities on the pas-

sengers themselves.

If separation of the races is to continue, the operators of street cars should be instructed by the Power Company to see to it that the proper seating adjustment is made so that each race will receive fair treatment. It hardly seems possible under the system of white domination in the South that passengers themselves would make a fair adjustment without direction by a person of authority, such as a street car operator. It is realized, of course, that the operator will not necessarily act on behalf of the Negro unless pressure is brought to bear on him to do so.

Under the present set-up, there is no one person for whom the responsibility for the discrimination against Negroes may be pinned. If the operator has such authority, then he could be prosecuted for failure to see that proper seating adjustments are made.

33. The delegation of police powers (by law) to local street car and bus operators operates to this disadvantage of colored passengers.

E.g., in all cases of racial friction in local carriers in Atlanta which have come to the attention of the Council when the exercise of the operator's police authority was necessary, it has been consistently demonstrated that the operators

protect only the interests of white passengers.

Sometimes on the slightest provocation operators display and/or use pistols and other weapons in handling colored passengers. In these instances no attempt is made by operators to settle disputes or adjust problems between the races through resort to impersonal arbitration.

Many Negroes have been victims of the often dissipated police powers of local street car and bus operators.

It is suggested the Georgia Power Company be urged to emphasize to its employees the theory and purpose underlying the delegation of police powers to operators; i.e., to protect their property, to avert disturbances as much as possible, to use force only when it is absolutely necessary, to give full protection to all people, to enlist the aid of the city police when situations become unmanageable.

Since many Negroes suffer from the abusive treatment of the local police when they have been involved in racial conflict on street cars and busses, it is suggested that the Chief of Police be advised to instruct local policemen to deal with colored passengers as innocent passengers until they are proved guilty of the acts with which they are charged.

It is further suggested that Negroes be generally informed of their right to institute legal proceedings against the Power Company whenever they are victims of injustices at the hands of operators.

34. There is no evidence of the type and nature of instructions to operators on treatment of colored passengers.

E.g., when a Power Company official was asked if any special instructions pertaining to the treatment of Negroes were incorporated in their training course, his answer was "I'm not sure about that. I'll have to let you know tomorrow." Two days later the same official graciously refused to answer the question. "I would just rather not...." he said. It would appear that the refusal of the official to commit himself in this regard is indicative of one or two things: either that no special instructions are given to operators on matters or problems affecting the Negro, or that the instructions given are not of the type the Company would wish to divulge.

It is suggested that transportation officials of the Power Company be urged to commit themselves on this aspect of their policy. Furthermore, since problems and matters affecting the Negro are so numerous and varied, Company officials should be requested to incorporate in their training program materials

which will facilitate racial understanding on their carriers.

35. There is a difference in the type and kind of transportation facility made available for white and colored outlying sections of the city.

E.g., no outlying Negro sections are served by Power Company trackless trolleys and busses. Neither are any of these sections served by feeder bus lines. These services are made available to many, although not all, outlying white sections of the city. One privately owned Negro bus lineserves one outlying Negro section of the city. Persons who live in this section who come to the central business district must pay two fares — one on the private line and another on the Power Company facilities. The disadvantage to the residents of this outlying Negro area is obvious.

It is suggested that the Power Company officials be urged to make a fair and equitable distribution of their facilities and services to both white and Negro sections as soon as conditions permit.

36. There is alleged discrimination in the colored and white employees policy of the Yellow Cab Company in Atlanta.

E.g., according to the statement of a colored driver of a cab owned by the

Yellow Cab Company, "a Negro driver must rent a cab. We pay the company $5.90 for every 60 miles, plus buying our own gasoline. The white drivers work on salary by the hour. The white drivers do not furnish their gas. All over $10 per day, the white driver receives 40% commission. White drivers work 8 hours in three shifts, and the Negro drivers work 12 hours in two shifts."

It is suggested that if such discrimination in company employee policy can be established that the cab company be requested to show reason why these differences in working conditions are permitted.

37. The cabs operated by Harlem Cab Company, a subsidiary of Yellow Cab Company, for colored people are generally inferior to those operated for white people. E.g., the cab company taxi cabs which are made available for hauling colored passengers have previously been used for long periods of time for hauling white passengers.

It is suggested that in smuch as white and colored passengers are required to pay the same (meter) fares, the Yellow Cab Company be urged to make available to both races the same type and kind of facility.

38. The fact that there are few taxicabs with meters available to Negroes in Atlanta causes them to rely chiefly upon car-for-hire transportation. Car-for-hire rates are higher than metered cab rates; thus Negroes pay more exorbitant rates for taxicab service.

E.g., allowing for some discrepancies in the information received from two different sources -- the Yellow Cab Company and the issuer of taxicab permits in the city -- an estim te of the ratio of colored and white metered cabs was determined: one colored cab to about 23 white cabs.

The Negro-white population ratio in Atlanta is 1 to 3. Car-for-hire drivers have been reported to charge two to five times higher rates for trips of the distance than metered cab drivers. The great disparities noted are the responsibility of the Yellow Cab Company, since no other competing company with metered taxicabs operates in the city.

It is suggested that the Yellow Cab Company correct the great disparity in number of vehicles provided for white and colored races so as to make an equitable number of their taxicabs, which operate at cheaper rates, than cars-for-hire available to colored people.

39. There appears to be evidence of collusion between vested taxicab interests and the police department of the City of Atlanta.

E.g., many colored operators of cars-for-hire for white only, report that the management of Yellow Cab Company can instruct the police department to make the colored drivers' jobs precarious, and as a result many of these drivers are arrested by the local police on flimsy charges. The effect of this is the lessening of competition which colored drivers offer to the cab company. It is also reported that many white drivers of the Yellow Cab Company procure jobs on the police force through the influence of the Cab Company.

It is suggested that since the police department is maintained and supported by the tax-payers' money, it should, in the interests of general welfare, be urged to discontinue any such collusive collaboration with any independent vested interest.

40. Only one of the main terminal stations in the city is provided with a taxi stand for colored drivers, while at all three of these terminal facilities taxi stands for white drivers are provided.

The Terminal Station is the only station at which special space is set aside for colored taxis. No such provision is made at the Union Station or at the Greyhound Bus Terminal. At the Union Station white cab starters and the police discourage the parking of colored cabs. They frequently tell colored drivers to "keep moving". The line which marks off the taxi stand for whites at this station extends to the entrance to the colored waiting room. At the Greyhound Bus Terminal most taxi cabs for colored stand on corners across the entrance driveway for busses so that Negroes arriving in cabs must cross this driveway to enter the station. The taxi stand for whites is immediately in front of the entrance to the white waiting room.

It is suggested that an inquiry be made to determine whose responsibility this distinction in facilities is. Upon determining this, proper persons or agencies should be urged to make similar provisions for taxi stand facilities for both races.

41. Negroes are unable to rent "U-Drive-It" cars unless a white person is a go-between for them.

The Hertz and Belle Isle Companies flatly refused to rent cars to Negro observers, employees telling them that "we don't handle colored rentals," An employee of the Dixie Company told a Negro observer that all cars were

leased to the telephone company, but referred him to the other companies where "rent-a-car" service had already been denied him.

It is suggested that the management of these "U-Drive-It" companies be written letters in which request is made that they state their policy in regard to renting cars to Negfoes. Their answer should be the basis of further action. In the event that the managements of these companies claim no systematic anti-Negro policy, large numbers of Negroes should be encouraged to seek this service in order to test the situation.

42. There is discrimination in school transportation provided for Negro children in Atlanta and Fulton County.

No provision is made for transporting Negro high school pupils in Fulton County to Booker T. Washington High School, the only Negro high school in the county. Not only are there county high schools for white pupils, but transportation to and from these schools is furnished to white pupils. The white students of Fulton County benefitted from a total expenditure of $54,341.90 for School transportation during the school term 1943-44, while no expenditure was made in this county for conveying colored students to and from schools. (These figures are taken from the Annual Reports of the

Department of Education to the General Assembly of the Stateof Georgia for the Biennium ending June 30, 1944.)

The city of Atlanta itself does not maintain or operate busses for the transportation of school pupils, but the street car and bus company -- Georgia Power Company -- which serves the city makes distinction in type of facility and service for white and colored students, for while the Company runs extra cars and busses to some of the white high and junior high schools, no such service is provided for colored pupils except to Washington High School.

It is suggested that immediate action be taken by colored religious and social agencies to obtain correction of this rank disparity. These agencies should make it clear to the county board of education that in few, if any, other areas where the separate but equal theory prevails are white people given all of the facilities and expenditures to the total exclusion of the Negro.

43. White persons in Atlanta appear to show little concern over separation of races in elevators.

E.g., when observers rode the elevators of 34 office buildings of Atlanta, they found that only three of 34 displayed signs setting apart special elevators for Negroes. However, elevator "starters" in other of the buildings

encourage Negroes to use elevators farthest from the building entrance. There is no law requiring that the races be separated in elevators. White persons in large numbers ride the elevators set apart for Negroes, but in two of the three buildings where special elevator service is provided for Negroes, a Negro observer was ordered out of the car set aside for whites, while in both cases another Negro of lighter complexion was taken with white passengers to upper floors.

It is suggested that since no law requires separation of races on elevators and because white persons themselves seem indifferent to the separation pattern, the managements of those buildings displaying separate elevator signs should be urged to discontinue these signs which serve not satisfactory or effective social purpose.

D. <u>The Nature of Separate-But-Equal Travel on Carriers</u>

44. There are differences in the type of train coaches provided for colored and white passengers.

For example, colored passengers are more often provided with older and more dilapidated coaches. More of the coaches set apart for whites are provided with air conditioning facilities. Atlanta trains carry more reclining chair

day coaches for white passengers.

There are more than 300 baggage-passenger cars in service in the South, most of which are used for Jim Crow travel.

An observer who traveled between Atlanta and Birmingham during the period of study reported that "during a heavy rain the (Negro) car leaked at two points near the entrance to the baggage section (of the car)."

It is suggested that the Council or other agencies inform railroad company headquarters of basic inequalities in coach facilities, and request eradication of these differences on the ground that "separate but equal" facilities are guaranteed under the law.

45. White trainmen very often occupy much needed space on colored train coaches.

E.g., train conductors usually occupy "office" space on colored coaches which would accommodate four colored passengers. Many colored passengers are standing when this is done; oftentimes there are vacant seats in the white day coaches while the conductor occupies space in the colored coach.

Other trainmentand sometimes white passengers are reported to occupy seats in the colored coach when the white coaches are crowded.

Contrary to law one conductor instructed a white passenger to occupy seats for four on a colored day coach in order that these seats may not be taken by colored passengers.

Racial friction has resulted from the insistence by Negro passengers that all seats on the car set apart for them be available at all times.

It is suggested that immediate inquiry be made to determine what the railroad company's policy is in regard to seating of conductors and other trainmen on trains carrying separate coaches for the races.

If the prevailing practice is in keeping with the railroad company policy, the public should be advised of such policy by the companies. If no such policy exists, railroad carriers should establish a policy, the logic of the separation of races law favoring the occupation of white coaches by white trainmen.

Under no circumstances should the occupation of colored coaches by white passengers be countenanced so long as the reverse is not permitted.

46. One general railroad prohibitive policy is disregarded by some lines which serve Atlanta.

E.g., officials of the Car Service Division of the Association of American

Railroads state that all railroad companies are committed against the hauling of passengers in baggage cars. Nevertheless, on a single day during August, 1945, photographers took pictures of colored passengers crowded in baggage cars on three different railroad lines leaving Atlanta train stations.

It is suggested that the main offices of the railroad companies on whose lines colored passengers were photographed on baggage cars be formally notified of this irregular practice; that the local passenger agents of the railroads also be similarly notified; and that the top officials and the local officials be requested to send out "cease and desist" orders to conductors who permit this practice.

It is further suggested that railroad associations be requested to instruct all railroad companies to refrain (in the future) from the discriminatory practice of hauling Negroes who pay regular coach fares in baggage cars.

If the suggestions above do not bring desired results, a person or persons should be selected to bring suit against railroad companies under the "separate but equal" provisions of the law.

47. White passengers enjoy special privileges which are denied Negroes in dining

car service.

E.g., railroad companies operating in and out of Atlanta allow white passengers to occupy seats anywhere in the diner. The only requirement which must be met (in keeping with usual stipulations) is that all other seats in the dining room must be occupied by whites before the tables set apart for colored passengers may also be taken by white passengers. Under these conditions all seats in the diner may be occupied by white passengers before colored passengers reach the diner from a distant point near the front of the train.

When whites occupy seats "reserved" for colored, the colored passengers are not permitted to eat elsewhere in the diner. A Negro must wait until the stations provided for his race have been vacated by white passengers. Thus there is often considerable delay in dining car service for Negroes; frequently they are instructed to retire to their coaches and wait to be called while whites seeking service are permitted to remain in the diner. For all practical purposes, this practice often denies service to the colored passengers in many railroad lines.

It is suggested that if the practice of setting apart separate stations in the

dining car must persist, that railroad companies be requested to instruct their stewards to reserve colored tables for colored passengers during each meal until such time that the waiters who make mealcalls can report that no colored passengers desire dining car service. One method of accomplishing this is the plan of polling each colored passenger as is done on the Southern streamlined train operating between New York and Atlanta.

If railroad companies are to continue to permit white passengers to sit anywhere in the diner, they should provide the same amount of space as is set aside for colored passengers elsewhere in the car if seats for colored are occupied by whites.

Such could be accomplished with little opposition in that colored servicemen during the war sat at points without incident on many lines serving Atlanta.

It is suggested that railroad companies issue cease and desist orders from the above practice to their stewards and dining car crews. It is further suggested that the testimony of colored passengers who have been so treated be sought with a view to preferring specific charges against railroad companies where this irregular practice persists.

48. Curtains are used in dining cars to separate the colored passengers from white

passengers in the rest of the car.

This is a general practice below the Mason-Dixon line. The pulling or pushing back of the curtain to separate colored and white passengers in the diner is the sole responsibility of the steward. Some stewards, however, instruct waiters to assume this responsibility; other stewards are not inconsistent in demanding that the curtain be used to separate the races on their cars. One company during the period of this study issued a written order that curtains should not be pulled at tables reserved for colored passengers if the passengers were members of the armed forces.

It is suggested that since this curtain is found to be generally objectionable to colored passengers and since the railroad companies themselves make frequent exceptions in the case of colored servicemen and in accordance with variations in policies of stewards, that railroad companies be urged to discontinue the use of the curtains in diners for the separation of races.

49. Stewards on many railroad lines serving Atlanta are given to inconsistencies in policy of dealing with colored passengers on diners.

E.g., some stewards instruct waiters to give the same type of service to all

passengers; other stewards are themselves largely responsible for the inequities in type of service as between the races. While most stewards make no exception for the usual colored passenger, large numbers of them permit colored servicemen to eat anywhere on the diner.

It is suggested that the railroad companies be informed that if the presence of colored servicemen anywhere in the diner does not meet general objection by white passengers and train crews, there seems to be little justification for a rigid policy of separation of other colored passengers.

50. There is evidence of collusion between stewards and waiters in matters pertaining to service of colored passengers.

E.g., it is reported that some stewards permit waiters with seniority in service who work the stations set apart for Negroes to call colored passengers early or late during the service period so that these waiters may have their stations vacant for white passengers during the rush period. Waiters may make more money this way. Some waiters report that they do special favors for the steward when they are permitted by him to "hustle" in this manner. Very early or very late calls for dining car service are objectionable

to many Negro passengers. Responsibility for this practice lies with both stewards and waiters.

51. When dining car service calls are made in the white and colored sections of the train at different times, discrimination in service to the races may result.

E.g., as was pointed out in a preceding section, dining car calls are often made "early" or "late" in colored coaches. This practice often results in the temprary denial of service to colored passengers on diners. It is reported that on several occasions when Negroes have sought service by stewards on diners during the rush period they have been directed by stewards to return to their coaches or Pullman and be served, when whites are occupying tables supposedly set apart for colored passengers.

It is suggested that in view of the fact that since the few colored passengers who ride Pullmans receive the dining service call at the same time as white passengers and will therefore likely occupy a part of the space reserved for Negroes; and that since many railroad lines make dining car service calls on all coaches at approximately the same time, railroad companies should be advised that they are contributing to unnecessary confusion in permitting such a pattern which

lacks general approval of both the companies and the colored passengers.

52. Colored passengers are sometimes encouraged to receive dining car service in their coaches or Pullmans.

E.g., some train observers report that stewards often instruct colored passengers to return to their assigned seats elsewhere in the train and be served. This occurs especially when white and colored passengers are waiting for meal service in the diner. It is, however, reported that stewards do not insist that white passengers return to their assigned seats for meal service.

It is suggested that railroad companies be informed of the inevitable general delay in dining car service to all passengers when it is necessary for one or more waiters to give service considerable distances from the dining car proper. The colored coach passengers who are more often encouraged to receive service in their coaches than the white passengers in their coaches, being the greatest distance from the diner, would naturally consume more of the waiter's time away from his designated station.

53. The fact that railroad companies institute equitable (and new) policies to serve colored servicemen different from those established policies for other colored passengers is indicative of a recognition by the companies

that their usual and general policies of service to colored passengers are often inequitable.

It is suggested that the above point be brought forcibly to the attention of carrier company officials. To disregard the logic of the above point is to subscribe to separate but unequal accommodations for Negroes in travel.

54. Many Negroes are denied Pullman accommodations by white ticket agents without being told why.

E.g., some ticket agents tell Negroes flatly " we just don't have anything" even when space is available.

A Pullman porter instructor reports that the situation is much worse at the train stations than it is at central ticket offices. He says "They don't get the diagram until some minutes before train time (at the station); they'll just tell a colored person as a rule that nothing was left, or some such story."

It is suggested that top-ranking officials and passenger agents of railroads serving Atlanta be told of this general indifference to colored persons seeking Pullman accommodations, and that these officials be urged to insist upon corrective action on the part of their ticket agents. Colored people, when denied accomodations, should be instructed to insist upon access to Pullman

car diagrams so as to determine the validity of the agent's claim that no space is available.

55. Negroes who make Pullman reservations usually must resort to subterfuge.

E.g., many Negroes telephone for reservations without revealing their racial identity. Colored people must often get "special persons" to intercede for their Pullman reservations. These special persons are those who have had many dealings with the railroad companies or persons in the employ of the companies, such as Pullman porters, train porters, etc. White persons often intercede for their colored servants.

The fact that white persons who desire Pullman accommodations do not have to resort to such subterfuge clearly indicates that railroad companies violate the separate but equal theory of the law.

56. A "favored few" Negroes purchase Pullman accommodations without difficulty.

E.g., Negroes who have ridden Pullman cars for years and who have come to be well known by railroad agents find reservations easy to make. Other colored persons who have at some time threatened to bring pressure to bear on railroads because of denial of service are unhesitatingly sold Pullman accommodations, also. In this connection it is interesting to note that some

railroad officials contend that there is no discrimination in Pullman service against Negroes in that they sell accommodations without question to Negro leaders. Bearing on this point, also, is the pertinent allegation that many Negroes of influence are content to accept the general practice of denial of Pullman accommodations to colored people so long as they receive special favors from railroad companies.

It is suggested that a concerted attempt/be initiated to enlighten the white and colored public on the above conditions.

57. Passenger agents generally disallow knowledge of discrimination in Pullman accommodations but many informants say that the agents are aware of the general practices.

All passengers' agents who were interviewed explained that none of their employees had been instructed to make distinction as between the races in the sale of accommodations, except for the placing of white and colored persons in separate sections. Passenger agents disclaimed any knowledge of codes or other subterfuges on the part of employees when Negroes request Pullman accommodations. One passenger agent placed the working of separation practices on the shoulders of Negroes themselves. He siad: "It is embarrassing

for the Negroes themselves to ride with white people." Many Pullman porters agree with a Pullman porter instructor who said: "If you...are interested in doing something about discrimination, you ought to get to those general passengers and make them commit themselves. (The only reason) I don't have any trouble (is) because they all know me...."

It is suggested that the above quotation of the Pullman porter instructor be accepted as a program for action on this point.

58. Negroes are frequently denied Pullman space because of the policy of separation of races in cars.

E.g., all passenger agents of railroads operating in to and out of Atlanta are committed to the policy of keeping the races separate, in sections of Pullman cars. Many white passengers refuse to ride in sections with Negroes. Strict conformity with this policy often results in many vacant spaces in Pullman cars during trips. For example, if ten white persons are occupying ten lowers on a Pullman car and ten colored persons desired to purchase the uppers of those sections, they would be denied the accommodations. The reverse is also true. According to the statement of a Pullman porter who has been in service for more than 20 years, "the Pullman company loses at least

100 fares every six months, including the servicemen who travel on my train, because they will not allow the races to mix in the same section of a car. I have had as many as three to five Negroes a trip to request space when we had no open sections but had many berths in sections.

"When first class and Pullman accommodations are denied Negroes if space is available in sections (with whites), as is often the case, the railroad companies lose a first class fare; the Pullman company fails to receive the maximum revenue from the operation of its cars, and the federal government loses money in taxes."

It is suggested that since both railroad companies and the Pullman company operate for profit, it should be forcefully brought to their attention that under the prevailing system they not only suffer the loss of considerable revenue themselves but deprive the federal government of taxes which it might rightly receive. Railroad companies should be advised to inform the public of this state of affairs with a view to increasing their own revenue and to encouraging better race relations in train travel.

59. The placing of Negroes in special sections of Pullman cars tends to perpetuate racial misunderstanding.

E.g., the agents generally attempt to assign Negroes to the ends of cars wherever possible. Negro men are placed next to the men's room and Negro women next to the women's room. This policy of seating Negroes on Pullman cars according to the statement of some passengers is used so that the colored passengers would not have to "parade up and down the car." Another common practice is that many railroad companies, in order to keep the Negro Pullman passengers inconspicuous, sell them compartments at berth prices. The Negro passenger occupying the compartment under these circumstances is required to leave his door open so that he may not have "absolute privacy" for the price of a berth. The compartment most often sold to the Negro traveler, when possible, is "lower 13". So long as railroad companies expend special effort to "secretly" convey Negroes on Pullman cars, it leaves white passengers unaccustomed to the free use of Pullman space by Negroes.

Here again it is suggested that railroad companies and the Pullman company be reminded of their loss of revenue through the sale of compartments at berth prices. Railroad companies should be instructed that through the sale of space anywhere on the Pullman car to Negores they could contribute to better racial understanding in that each race would become better conditioned

to the presence of the other on the car. When this is accomplished, the necessity for separation of the races on Pullman cars which is losing money for the companies, would be obviated and the companies would receive maximum revenue for their Pullman space.

60. The Georgia law which does not require railroad companies to haul colored passengers in Pullman cars is ineffective in practice.

Few if any Negroes who purchase Pullman accommodations are Georgia intra-state travelers. The majority, if not all, Negroes who travel by Pullman are under the jurisdiction of the Interstate Commerce Commission which has ruled against denial of Pullman accommodations on account of race, color, or previous condition, in inter-state travel.

It is suggested that since most if not all Negroes travel across state lines that action should be inst tuted to repeal this Georgia law which is obviously ineffective.

61. There is some evidence of the failure of conductors who have police powers to safeguard the interests of their colored passengers in Pullman travel. E.g., it is reported that recently two Negro men riding in a Pullman car in a Southern state were taken off the car and horsewhipped by a group of

white people who had gathered at the train station in response to a telephone call made by a white passenger from an earlier stop. This abusive treatment was accorded them only because they were passengers on the Pullman rather than on the day coach set apart for Negroes. After they were whipped, they were placed in the day coach of the same train.

It is suggested that railroad companies be urged to give the same police protection when necessary to all people. Furthermore, it is suggested that existing social agencies be activated to intercede through legal suits for persons upon whom such injustices are perpetrated.

62. There is often wasted space on busses as a result of separation of races policies.

E.g., sometimes Negroes are required by drivers to crowd on the long back seat or to stand, even though there are vacant seats in the front part of the bus. Sometimes white people stand even though there are vacant seats by Negroes on the long back seat. On a Tennessee Coaches bus going to Knoxville on one occasion, six Negroes were crowded on the long back seat which normally seats only five people, while there were several vacant seats in the white section of the bus. On a Trailways bus going to Augusta, Georgia, nine

white passengers stood, although there were three vacant seats on the long back seat by two colored passengers.

It should be pointed out that under a policy of reserving definite space for members of each race there is inevitably wasted space, since it becomes unlawful for white and colored passengers to sit side by side, unless someone in authority directs the seating of passengers so as to require white passengers to fill all seats at the front of the bus before proceeding to the rear, and vice-versa for colored passengers.

It is suggested that bus drivers should be instructed by company management to direct the seating in the manner mentioned above.

63. There is not always absolute separation of the races, since sometimes white and colored passengers sit side by side.

E.g., on a bus trip to Athens, Georgia, an observer reported that a white man, his wife,and son sat on the long back seat by the side of two Negro soldiers. On another occasion a Negro soldier sat by the side of a white soldier in one of the double seats just in front of the long back seat, which was filled with colored passengers.

There was no friction until the driver noticed the seating arrangement and

demanded that the Negro soldier get up. The white soldier protested that he did not mind the arrangement — that the colored soldier "might take me out of a pool of blood some day." The driver then demanded that the white soldier move to a vacant seat in the front of the bus, which he did.

It is suggested that bus companies be urged to instruct their drivers not to unnecessarily interfere with white and colored passengers so long as members of both races make adjustment satisfactory to each other.

64. Although instructions from management of some of the companies to drivers requires that the long back seat be reserved as "minimum space on which to seat colored passengers," drivers sometimes do not reserve this space for colored passengers, but seat white passengers there, thus requiring colored passengers to stand or refusing to transport them.

E.g., on one occasion two sections of a Southeastern Greyhoundbus which were run to Chattanooga were completely filled with white passengers, although three Negroes were waiting to board. The driver of the second section tried to ignore the three Negroes, but when they insisted on boarding, he finally transported them, requiring them to stand in the back of the bus. On another occasion a Negro woman holding a baby in her arms had to stand because the long back seat was completely filled with white passengers. A policeman from

Toccoa, Georgia, was standing in the bus and was heard to remark to himself that the white people on the long back seat would have to get up and let the Negro sit down. The white passengers did not move, however, and niether the driver nor the policemen interfered. A redcap told observers that the driver of a bus to Birmingham refused to allow a Negro owman to stand -- she was the only colored passenger -- and the long back seat was occupied by white passengers. He required the woman to get off the bus, remarking that "we cannot let one Negro passenger stand back there with the white people."

It is suggested that company management should take such action as will require drivers to make the space reservation for colored passengers that is decided upon by the companies on the basis of the amount of colored traffic. It is also suggested that Negroes who fail to get fair treatment from bus drivers in this matter should complain in writing to company management.

65. The long back seat, which management says is to be reserved as the "minimum space on which to seat colored passengers" is not "equal" to the other seats on the bus.

E.g., the long back seat is much less comfortable than the other seats. While other seats on busses are reclining, adjustable by the passengers, the long back

seat is fixed at an upright angle and will not recline. Ventilation in the back of the bus is poor, since on many busses, the windows at the back by the long back seat do not open. On other busses, the windows are so placed that they are not directly at the long back seat, thus leaving the regulation of ventilation to the passengers sitting in front of the long back seat. Passengers sitting in other seats may regulate their own ventilation. The uncomfortableness of the long back seat is heightened by the fact that in many busses the motor is built in the back of the bus, behind and under the long back seat, thus adding to the heat in the back of the bus. Observers report that the heat from the motors makes the long back seat unbearable at times, especially in the summer.

It is suggested that in view of the discomfort of the rear seat ~~that~~ all companies be urged to demand that their drivers permit colored passengers to sit on other seats near the rear, especially when seats for whites are not at a premium.

66. Drivers often refuse to transport colored standers, although taking white standers, or they refuse to take but a limited number of colored standers, though filling the bus with white standers.

E.g., when a large number of passengers were awaiting transportation on a bus going to Jacksonville, Florida, a second bus was put on to act as a double to Macon, Georgia. Both drivers boarded enough Negro passengers to fill the long back seats of both busses; the driver of the Jacksonville bus boarded also four more Negroes, who sat just in front of the long back seat. When both busses were loaded with seated passengers, the drivers refused to take standers, but tried unsuccessfully to get a third bus, as there were still a large number of passengers awaiting transportation. The Macon driver then took standers, but refused to take but two Negroes, although about six more werw waiting to board. The Jacksonville driver took no standers, either white or colored. He announced that the next bus would run at 1:00 P.M. About six Negroes and two white passengers were left behind. The driver of a Southeastern Stages bus took only five Negro passengers, refusing to allow a sixth — a Negro soldier — to ride as a stander. He took white standers, however. A Negro soldier stationed at Fort Benning, Columbus, Georgia, told observers that Negro soldiers from Fort Benning, on week-end leave in Atlanta, often had a difficult time getting back to camp, because bus drivers often refused to take more than five Negro passengers — only the number who could sit on the long back seat. Drivers refused to let Negro

soldiers ride as standers, although they took white standers.

It is suggested that bus company management should be informed of this practice and be asked to require drivers to refrain from such action in the future. It should be made clear to bus company headquarters that there is absolutely no justification in refusing to haul an equitable number of colored passengers on all trips. The correction of this discriminatory practice of denial of service to colored passengers would be easy in that the driver is in position to apportion his seats as to race before he begins loading passengers.

67. The practice which often prevails of seating Negroes in the second sections of busses only is a source of confusion and oftentimes of friction. On occasions when two sections of a regularly scheduled bus are run, drivers usually take Negroes on only one of the sections -- usually the second, which is of older and less comfortable model. Sometimes, however, Negroes ride both sections. The latter usually happens when the number of Negroes is so great that they cannot ride on one bus without having to stand or to occupy seats more than the long back one.

E.g., on one occasion, the driver of a bus to Winston-Salem, N.C., refused to transport Negroes, although he had several vacant seats on his bus. He told

four Negroes to ride the bus going to Charlotte, N.C., which was of an old model. Sometimes Negroes are up to the door of the first section of a bus, but still driver may refuse to board them, telling them, after loading the first section, to take the second section of the bus. Thus Negroes may lose their vantage point in the crowd waiting to board the second section.

It is suggested that bus company officials be informed that if any attempt is made to provide separate and equal accommodations for Negroes, they must encourage drivers to consistently haul Negroes on their best carriers as well as on their more inferior carriers.

68. The use of a curtain on certain bus lines to separate white and Negro passengers adds to the inflexibility of the seating policies and to the discrimination against colored passengers.

E. g., observers report that although the curtain is supposed to be adjusted by the driver as the proportion of white and colored passengers changes, in actual practice it is usually not readjusted after the bus leaves a station, no matter how the proportion of passengers changes. It is more apt to be readjusted, however, if there are vacant seats behind the curtain and white

passengers are standing. An observer reports that on a bus trip from Columbus, Mississippi, to Tuscaloosa, Alabama, a distance of 60 miles, four or five Negroes stood even though there were nine vacant seats in front of the curtain -- in the white section. The driver made no move to readjust the curtain so as to provide additional seats for the colored passengers who were standing.

It is suggested that the use of the curtain should be discontinued as a highly unsatisfactory practice. Those bus companies which use curtains to separate the races should be told that the majority of bus companies serving Atlanta do not use them; thus, the white passengers themselves are not likely to wish this kind of separation.

69. In the last analysis, the exact seating pattern of white and colored passengers is left with the bus driver, thus allowing personal prejudices and opinions of drivers to have a part in separation policies.

E.g., state law leaves the provision of separate seating of white and Negro passengers to the Georgia Public Service Commission, and the Commission, in turn, leaves the provision to the bus companies themselves, saying only that motor carriers "may carry white and colored passengers in the same vehicle,

under such conditions as will provide a separation of the races in the most practicable manner." According to instructions to drivers from one of the larger companies, the company feels that it has a "legal duty to reserve the long back seat as a minimum space in which to seat colored passengers," and drivers are instructed to look over the number of passengers before boarding anyone, and determine the amount of space which will be needed for each race. It is pointed out that white people will generally board the bus ahead of Negroes,so it is up to the driver to make the proper space allocation before the bus becomes overloaded with white passengers. Thus it is left to the driver -- and to the dispatcher, also, since he plays a part in determing whether or not a second section of a bus may be run -- to determine the exact seating arrangement of white and colored passengers on any given trip. Observers report that many drivers conform to company policy and board only enough white passengers to fill all seats except the long back one, then board colored passengers. A great number of violations of this policy have been reported, however, as when drivers completely fill busses with white passengers, requiring colored passengers to stand or leaving them behind altogether. Some drivers take only the number of Negro passengers who can crowd on the long back seat, while others allocate the first

row of seats just in front of the long back seat to colored passengers. Some drivers take colored standers, while others refuse to do so. Some drivers require white passengers to move from the long back seat in order to make room for colored passengers, while other drivers interfere in no way, allowing colored passengers to stand while white passengers occupy space the company feels it has "a legal duty" to reserve for colored passengers. A Negro observer reports that he once sat beside a white person in the middle of the bus, and the driver raised no objections. Another observer reports, however, that a bus driver refused to allow a white and colored soldier to sit together in the first row of double seats just in front of the long back seat.

70. Drivers are often discourteous to all passengers, but especially so to colored passengers.

E.g., in addressing colored passengers, drivers refer to them as "boy", "uncle", "girl", "auntie", and often speak to them indifferently and curtly.

It is suggested that bus companies should emphasize (more than they do) all the fine points of courtesy in their training program for bus drivers; and should require drivers to treat all passengers, both white and colored, with courtesy and respect.

Company instructions to drivers and other employees on matters pertaining to race should be clear and specific.

E.

One over-all approach to the solution of the problems in the specific areas of separation of races in transportation is the initiation of a concerted public education program. This program should reach as many persons of both races as possible in the Atlanta area; and should be prosecuted for a considerable period of time.

1. In the attempt to educate the public toward corrective action on questions, problems, and undemocratic situations arising under the "separate but equal" theory of the law, the services of a selected group of white and colored civic, social, and religious organizations should be enlisted by the Council.

2. It is suggested that representatives of the Council be sent to the various selected organizations, the purpose of which is to present as nearly an accurate picture as time and circumstances permit of the problem of racial separation in transportation. The Council representative should make available to the members of organizations all the approaches that may

be made to the understanding and solution of the problems of transportation separation.

3. Organizations should be encouraged to report all incidents and problems arising in connection with the "separate but equal" theory to the Council, so that the Council may make available its service with a view to some practicable amelioration of the difficulties within the pattern.

4. Special members of organizations or the organizations themselves should be made responsible for specific areas of corrective action; i.e., they should be charged with the responsibility of contacting persons or companies with whom they would likely carry most influence; and, these persons or organizations should be urged to exert all the influence for corrective action (in these areas) upon their general constituency and supporters.

5. It is suggested that a transportation segregation leaflet be published for general distribution. Among other things, this leaflet should show how the separate but equal theory works; the general inequalities in separate provisions for the races; the need for immediate correction of these inequities as a means of lessening dissatisfaction on the part of Negroes and as a foundation for more amicable race relations.

6. The public should greatly benefit also from periodic news releases on transportation separation by the Council.

Transportation Study Instructions to Investigators

Purpose of Study: This study, among other things, poses the question: How does the separate but equal law, for white and colored passengers, work in transportation?

The writer ventures the following hypothesis: Statutory law, codes, ordinances, etc., are clear and specific in granting separate but equal facilities to colored passengers in the South in public conveyances, while, in actual practice, custom and policy permit, and even condone discriminations in transportation.

All types of common carriers are to be considered and observed in this study, such as, trains, street cars, busses, taxis, "car for hire," "drive yourself" cars, city ambulance service, chartered busses, school busses, air planes. The study is concerned, on the one hand, with the separate but equal physical facilities provided for the two races, and, on the other hand, the separate but equal services rendered to white and colored passengers by carriers.

The point of view of the study assumes that there are many variables (facts, conditions, patterns, rationalizations, etc.) which contribute to discriminations against colored passengers in conveyances.

Historical and social conditions which gave rise to separation of races in transportation laws invite attention in this study. Other factors deserving attention and analysis are: what the laws are, how they work, is custom or policy at variance with the laws?, recent legislation and incidents bearing on separation of rades in public conveyances.

It is necessary that the data collected fulfill the following requirements:

ok

1. They must show that there are real and actual differences or distinctions in accommodations for white and colored passengers in facilities provided and services rendered by common carriers and their agents or subsidiaries.
2. The information gathered must documentary, critical and "cross-sectional." This involves the study of the literature, laws, etc., observations, interviews with company officials, their agents and employees, and interviews with passengers and observers of incidents.

Other purposes should be to describe specific forms of segregation on carriers and at carrier stations; to understand the tensions arising from racial contact in connection with the above named facilities; and, to understand the nature of the problems arising from the use of conveyances and their facilities.

GENERAL INSTRUCTIONS:

A. Instructions must be read and studied carefully before beginning to make investigations.

Ask questions concerning those things that are not unmistakably clear. Do not wait until you get into a situation and then discover that there are instructions and items you do not understand. The degree to which you understand the instructions and conscientiously fill the schedules will determine the accuracy of this study.

B. Every blank must be properly filled. Never leave a blank unfilled. If information is not available, write "unknown" in the space.

C. Writing must be legible and reasonably large. Use ink.

D. The investigator must <u>not</u> record information in the presence of the interviewee when it is considered ill-advised to reveal the purpose of the study to such a person. In this connection, the in-

vestigator should proceed with great caution. When the data are recorded in the presence of the informant, the interviewee should be assured that the material ~~is~~ will be handled in a confidential manner--no names will be used.

E. Hand in all schedules as soon as they are completed. If data are not recorded when given by informants, such information should be placed on proper schedules at the investigator's earliest convenience.

F. It is highly important that wherever the occasion permits it, in interview or in observations, that the investigator should seek answers to the following questions, <u>who</u>, <u>what</u>, <u>when</u>, <u>why</u>, <u>where</u>, <u>how</u>.

G. If space is not adequate on schedules for information procured, other data should be recorded on a separate sheet and attached to proper schedule.

H. The schedules in this study are to be used in interviewing the following persons:

I. Administrative Officials
   1. President
   2. V. President
   3. Passenger Traffic Manager, General Passenger Agent or Chief Traffic Officer.

II. Operating Personnel

   Group 1.
   1. Station Master
   2. Traffic Agent
   3. Dispatcher
   4. Conductor
   5. Gateman

   Group 2.
   1. Pullman Porter
   2. Train Porter
   3. Dining Car Waiter
   4. Red Cap
   5. Station Porter
   6. Station Maid

III. Passengers

IV. Observers

I. Observations of transportation facilities and services must be made consistently over a period of days worked out with the stndard categories set up in the study. No No exact number of days need be determined.

Specific Instructions

Form A

I. The Incident Memorandum may be used in procuring information from the following sources:

1. Operating personnel
2. Passengers
3. Observers

II. This form is to be used for recording information obtained from agents of companies and from persons who seek to (or have sought to) make pullman and air travel reservations.

III. In addition to learning "what happened" (the incident) it is desirable that the investigator gather all information relative to the incident (s), such as, parties involved, time, factors precipitating trouble, disposition.

Form B

A. Item I, B: "Due turn" is construed to mean the rendering of a service to persons regardless of race in the order in which they present themselves for said service.

NOTE: "Due turn" carries with it the same meaning, as above, wherever it appears in this schedule.

B. Item V, B: The observer, in checking "minimum service time" in white and colored restaurants, should determine, by a series of observations, the actual time which elapses between the placing of order by a customer, with the restaurant attendant and the serving of the food.

Observers in both restaurants must determine minimum time service for the same foods or menus served in each restaurant.

Form C

I,A,1.Place "yes" after To streets if the waiting room which you are observing opens directly on to a street. If it does not open directly onto a street, indicate to what it opens; for example, "to an alley"; or "to a hallway in the station."

I,A,1,a, and b If both the Negro and white waiting room open to the same street, place a check mark after same; if the Negro and white waiting rooms do not open to the same ~~[illegible]~~ street, check different.

I,A,2. Place "yes" after To trains if the waiting room which you are observing opens directly into the general waiting area from which passengers board trains. If it does not open directly into this area, indicate to what it opens; for example, "to a hallway,"

I,A, 2, a and b. If both the Negro and white waiting rooms open to the same area for ~~entering~~ boarding trains, or open to the same area for entering the general waiting area, check same; if they open to different places, check different.

I,B. "Signs" to be counted, described, and located include all signs on and in the waiting rooms. The total number of signs counted should be placed in the blank space to the right of Number. "Type" refers to the composition of the sign: whether it is neon, painted, hand printed, etc.

I,I,2, a, b, and c. The "condition" of the paint, plaster, tile, or other wall composition is to be described as "peeling,""cracking," etc.

I, J, K,and L. If telegraph, telephone, and travelers' aid facilities are present in the waiting room which you are observing, place a check mark after Facilities

~~PRESENT~~
present. If these facilities are not present, place a check mark after facilties not present. These blacks do not refer to the type or condition of the facilities: if the facility is present in any condition, type, or number, merely check facilities present.

II,A . General ticket office refers to the office at which coach tickets are purchased, if there is also a separate ticket office at which Pullman tickets are purchased. If there is only one ticket office at which both coach and Pullman tickets are purchased, this one ticket office may be classified as a"general ticket office." If there is a general ticket office, place a check mark in the blank space to the right of General ticket office.

Any facility not provided for in the check sheet should be described in detail by the observer in the space at the end of the check sheet. Anything unusual or out of the ordinary about any of the facilities provided for in the check sheet should be noted at the end of the check sheet, also.

Form D

A .Item 7: "Number of units" refers to coaches or compartments provided by carriers, for white, for colored.

"Type" refers to steel, wood, or reclining chair coaches.

B. Item 9: "Overcrowding" shall be determined by counting or estimating the total numbers of white and colored standers in all day coaches.

Form N

A. Section II, I, A: The observer should be careful not to report, without qualification, the ~~pr~~ numbers of whites and Negroes seated at ~~at~~ a waiting facility if it can be determined that standing is ~~merely~~ merely a matter of choice when seats are available. For example, when standers are some distance from waiting facility, anxious to board carriers first, or when standers make no attempt to enter or go very near the facility, such facts should be be reported clearly in the remarks.

FORM F
Number __

SCHEDULE FOR OBSERVATION OF FACILITIES AND SERVICES ON BUSES

1. Point of origin of carrier_____ 2. Destination of carrier_____

3. Point of origin of observer _____ 4. Destination of observer_____

5. Name of company_____ 6. Carrier company, if any_____

7. Date of trip_____ 8. Trip mileage_____

9. Hours in transit_____ 10. Name of observer_____

I. Method of boarding carriers

A. At station at which observer boarded carrier ---(Do races board separately or together? If servicemen are boarded first, does this include Negro service men? Indicate also whether or not Negroes have to push to back of bus through a crowd of standers.)

B. At stations other than one at which observer boarded carrier --- (Designate each station; include points mentioned above.)

C. Along the road at undesignated stops — (Observer should be careful to note any instances when the bus driver does not stop to pick up passengers along the road who have signalled for the bus to stop. This applies to both Negro and white patrons. Degree of crowding in buses should be noted in this connection.)

II. Seating

A. Number of seats on bus _____

1. Number designated for white passengers _____

2. Number designated for Negro passengers _____

a. type of designation (describe) _____

_____

_____

3. Number actually occupied by white passengers as carrier leaves station at which observer boarded _____

4. Number actually occupied by Negro passengers as carrier leaves station at which observer boarded _____

B. Condition of seats

1. Seats either designated for whites or usually occupied by white passengers_____

_____

_____

_____

_____

2. Seats either designated for Negroes or usually occupied by Negroes _____

_____

_____

_____

_____

III. Overcrowding

A. Number of standers on bus as it leaves station at which observer boarded_____

1. Negro _____

2. White _____

B. Number of passengers sitting in other than regular seats (indicate where seated).

1. White _____

2. Negro _____

C. Number of standers along the way (indicate any changes; include name of station or station nearest to which stop is made. Indicate number of Negro and number of white standers; indicate also any changes in number of those seated in other than regular seats.

IV. If Passengers board carriers without tickets, will driver accept cash fare? Indicate procedure at stations and along the road. Record any incidents.

V. When food is sold to passengers through carrier windows, are Negroes also served?

Note any methods of food service to whites and Negroes.

VI. What is the general decorum of the passengers?— Record any human interest stories. Cite incidents to support your conclusions.

VII. What is the general manner of the driver toward the passengers? Cite incidents to support your statement (s).

VIII. Describe waiting rooms for both races at stations along the road. Include particularly rest rooms and eating places.

IX. Record any incidents or observations not included elsewhere.

Form D
Number

Jane, can you type this schedule similarly to attached form. O you needn't put lines - except where indicated - make 8 or 10 copies.

SCHEDULE FOR OBSERVATION OF FACILITIES AND SERVICES
ON BUSSES

1. Point of origin of carrier _____ 2. Destination of carrier _____
3. Point of origin of observer _____
4. Destination of observer _____
5. Name of company _____
6. Carrier company, if any _____
7. Date of trip _____ 8. Trip mileage _____
9. Hours in transit _____ 10. Name of observer _____

I Method of boarding carriers

A. At station at which observer boarded carrier (Do races board separately, or together? If servicement are boarded first, does this include Negro service men? Indicate also whether or not Negroes have to push to back of bus through crowd of standers.)

Also, leave plenty of space between questions - more than is indicated, if necessary —

B. At stations other than one at which observer boarded carrier (Designate each station; include points mentioned above.)

C. Along the road at undesignated stops (Observer should be careful to note any instances whe n the bus driver does not stop to pick up passengers along the road who have signal led for the bus to stop. This applies to both Negro and white patrons. Degree of crowding in busses should be noted in this connection.)

II Seating

A. Number of seats on bus _____

1. Number designated for white passengers _____
2. Number designated for Negro passengers _____
   a) type of designation (describe) _____
   _____
   _____
3. Number actually occupied by white passengers as carrier leaves station at which observer boarded _____
4. Number actually occupied by Negro passengers as carrier leaves station at which observer boarded _____

B. Condition of seats

1a. Sseats either designated for whitesor usually occupied by white passengers _____
   _____
   _____
   _____

2b. Seats either disignated for Negroes or usually occupied by Negroes _____
   _____
   _____
   _____

III Overcrowding

A. Number of standers on bus as it leaves station at which observer boarded ////////////////

1. Negro _____

2. White _____ sitting in other than regular seats

B. Number of passengers ~~not actually standing but not sitting in orthodox seats~~ (indicate where seated)))

1. White _____

2. Negro _____

C. Number of standers along the way (indicate any changes--include name of station or station nearest to which stop is made. Indicate number of Negro and numberof white standers; Indicate also any changes in number of those seated in ~~unorthodox places~~) other than regular seats.

Iv If passengers board carriers without tickets, will driver accept cash fare? Indicate procedure at stations and along the road. Record any indidents .)

V When food is sold to passengers through carrier windows, are Negroes also served?

~~Not~~

Note any methods of food service to whites and Negroes

VI What is the general ~~tone~~ decorum of the passengers--record any human interest stories. Cite incidents to support your conclusions.

VII What is the general manner of the driver toward the passengers? Cite incidents to support your ~~conclusions~~. statement(s).

VIII Describe waiting rooms for both races at stations along the road. Include particularly rest rooms and eating places.

IX Record any incidents or observations not included elsewhere.

FORM O.

SCHEDULE OF FACILITIES AND SERVICES ON TRAINS

1. Point of origin of carrier_____ 2. Destination of carrier_____

3. Point of origin of observer_____ 4. Destination of observer_____

5. Mode of transportation_____ 6. Railroad company_____

7. Carrier number, if any_____ 8. Date of trip_____

9. Trip mileage_____ 10. Hours in transit_____

11. Coaches observed on trains____ For white____ For colored _____ (Check one)

SECTION I. FACILITIES AND CONVENIENCES

I. Trains: Facilities

A. Coaches

1. Number provided _____

a. cars _____
b. compartments _____

2. Type — Steel_____ Wooden _____ Streamlined _____

3. Coach or car number (s) _____

4. When built _____

5. When last reconditioned _____

6. Proximity to locomotive _____

B. Seating

1. Number of seats _____

2. Type of seats

a. cushioned _____
b. leather _____
c. reclining chair _____

3. Condition of seats — in repair_____ need repair_____

a. seat covers provided _____
b. clean_____ unclean _____

C. Ventilation

1. Windows — single_____ double _____ manipulation _____

2. Fans — number _____ location _____

3. Air-conditioning _____

4. Other types of ventilation (check): by open windows _____ by open coach doors _____
from ceiling _____

D. Men's Room _____ Women's Room _____ (Check one)

1. Wash room

a. separate from toilet _____
b. same room with toilet _____
c. mirrors _____ number _____
d. basin _____ in repair _____ need repair _____
e. soap _____
f. towels _____
g. water available _____

2. Toilet

a. mirrors _____ number _____
b. soap _____
c. towels _____
d. water _____
e. commode — in repair _____ need repair _____

3. Lounge _____ Smoker _____ (Check one or both)

a. number of seats _____
b. other conveniences _____

_____

_____

_____

E. Lighting

1. Number of lighting units _____

2. Type of lighting _____

3. Adequate_____ Inadequate _____ (Check one)

F. Miscellaneous

SECTION II. SERVICES AND DENSITY OF TRAVEL

I. Tickets

A. Are ticket sellers apparently prompt in rendering service to ticket purchasers? _____

B. Do ticket sellers appear courteous in performance of duty? _____

C. Is there at least one ticket seller on duty at all times at ticket window or counter observed? _____

D. What is the method of taking tickets? _____

_____

II. Boarding Passengers

A. Who boards passengers on coach or train observed? _____

B. What is the method of directing passengers to coach or compartment? _____

_____

_____

III. Unloading Passengers

A. Are stops called audibly? _____

B. Do train employees exercise care in awaking sleeping coach passengers? _____

C. What aid is given passengers who are disembarking at points? _____

_____

_____

By whom? _____

IV. Use of Coaches

A. What trainmen occupy seats for considerable period while observer is in transit? _____

_____

1. What duties, if any, do they perform in coach? _____

_____

B. If passengers are standing do trainmen, if seated, relinquish seats to passengers? ___

C. How many seats in the coach are used by trainmen? _____

V. Porter Service

A. What is the mileage of trip taken for observation? _____

B. How many times does the attendant sweep coach, collect waste, etc.? _____

_____

C. List special services rendered by porter or car attendant. _____

_____

_____

_____

_____

VI. Dining Car Service

A. What is the exact time dining car waiters make calls for breakfast? _____

Lunch? _____ Dinner? _____

B. How many calls are made for breakfast? _____ Lunch? _____

Dinner? _____

C. Describe the general pattern of service in the dining car. _____

_____

_____

_____

_____

_____

_____

_____

_____

Note incidents, if any. _____

_____

_____

_____

_____

_____

VII. Concession Service

A. How many times does the concessionaire bring wares to coach? _____

1. List commodities offered by concessionaire. _____

_____

_____

_____

B. From what point does concessionaire peddle his wares? _____

VIII. Courtesy of Trainmen

A. Is conductor courteous? (Consider tone of voice, general manner, etc.) _____

_____

Cite act (s) or incident (s) to justify answer. _____

_____

_____

_____

_____

_____

_____

B. Is porter courteous? _____

Cite act(s) or incident(s). _____

_____

_____

_____

_____

_____

C. Are other trainmen courteous? _____

List each and cite act(s) or incident(s). _____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

IX. Miscellaneous

A. Is smoking permitted anywhere in the coach or compartment? _____

In a smoker?_____

B. Is drinking water available at all times? _____

1. Is it cold?_____
2. Are there paper cups available? _____
3. How many sources of drinking water are in the coach or compartment?_____

C. Are toilets and/or wash rooms sanitary? _____

1. Describe general condition of them. _____

_____

_____

_____

D. Are pillows furnished by trainman? _____

E. What is the general practice of opening and closing of toilet doors? _____

_____

_____

F. Do cinders fall in coach? _____

G. Are there ornaments in the car? _____

1. If so, describe them. _____

_____

H. Are windows clean? _____

I. What is the general appearance of trainmen's uniforms? _____

_____

_____

J. Overcrowding.

1. How many seats are vacant on car or in compartment between stops? List stops.

From	To	Vacant Seats

2. How many standers are there on car or in compartment between stops?

From	To	Number of Standers

(From)	(To)	(Number of Standers)

Form N
Number _____

SCHEDULE FOR OBSERVATION OF WAITING FACILITIES
of
URBAN AND INTERURBAN STREET CARS, BUSSES, AND TRACKLESS TROLLEYS

Section I.

1. Facility_____ 2. Location_____
3. Date_____ 4. Time _____
5. City and State_____
Observer_____
Line Served_____

Section II.

I. Waiting Facility
A. Seats
1. Number of available seats_____
2. Number of Negroes seated_____ 3. Standing_____
4. Number of whites seated_____ 5. Standing_____
B. Signs
1. Location_____
2. Wording_____

II. Method of boarding carriers_____
_____

Remarks:

Form N
Number _____

SCHEDULE FOR OBSERVATION OF WAITING FACILITIES
of
URBAN AND INTERURBAN STREET CARS, BUSSES, AND TRACKLESS TROLLEYS

Section I.

1. Facility_____ 2. Location_____
3. Date_____ 4. Time_____
5. City and State_____
Observer_____
Line Served_____

Section II.

I. Waiting Facility
A. Seats
1. Number of available seats_____
2. Number of Negroes seated_____ 3. Standing_____
4. Number of whites seated_____ 5. Standing_____
B. Signs
1. Location_____
2. Wording _____

II. Method of boarding carriers_____
_____

Remarks:

Form M
Number _____

SCHEDULE FOR OBSERVATION OF URBAN AND INTERURBAN STREETCARS,
TRACKLESS TROLLEYS AND BUSSES

Urban _____ INTERURBAN_____(check one)

1. Date_____ 2.Point of Origin_____
3. Destination_____ 4.Mode of Transportation_____
5. Time_____ 6.Name of Observer_____
7. Line_____

1

2

3

4

Form L
Number_____

FACILITIES AND SERVICE FACTORS TO BE OBSERVED RELATIVE TO

AIR TRAVEL

I. Air travel

A. Facilities

1. Separate_____

2. Same_____

B. Service

1. Practice in giving reservations_____

_____

_____

2. Prevailing seating position of Negro passengers_____

_____

_____

3. Separate Facilities: list_____

_____

C. Remarks_____

Form J
Number_____ ___

FACILITIES AND SERVICE FACTORS TO BE OBSERVED RELATIVE TO

CHARTERED BUSSES

L. Chartered Busses

A . Availability of Service_____

_____

_____

_____

B. Remarks_____

Form I

IV. City Ambulance Service

A. Facilities
1. Number (for use by races)
2. Condition
a. make
b. year
c. model

B. Service
1. Working arrangement between city and private ambulance services.

Remarks _____

_____

_____

Form J

V. Chartered Busses

A. Availability of Service

Remarks _____

_____

_____

Form K.

VI. School Busses
A. Availability of Service
B. No. of units provided for each race

Remarks _____

_____

_____

Form L

VII. Airport Travel Service

A. Facilities
1. Separate
2. Same

B. Service
1. Practice in Giving Reservations.
2. Prevailing seating position of Negroes passengers
3. Separate Facilities: list

Remarks _____

_____

_____

Form H
Number 1

Hold

FACILITIES AND SERVICE FACTORS TO BE OBSERVED RELATIVE TO

"DRIVE YOURSELF" CARS

I. "Drive Yourself" Cars

A. Availability of Service _____ _____

_____

_____

_____

B. Remarks _____ _____

Form G.

Schedule for Observator's Relative to Urban and Interurban Street Cars, Busses, and Trackless Trolleys

---

Urban (Section 1)	Interurban (Section 2)
1. Date_____	1. Date_____
2. Point of Origin_____	2. Point of Origin_____
3. Destination_____	3. Destination_____
4. Mode of Transportation_____	4. Mode of Transportation_____

Name of Observer_____

Remarks:

Form F
Number_____

Hold

FACILITIES AND SERVICE FACTORS TO BE OBSERVED RELATIVE TO TAXIS

I. Taxis (with meters)

A. Facilities

1. Condition of taxis.

a. make_____

b. year_____

c. model_____

B. Service

1. Stands provided at stations_____

a. location_____

2. Number of taxis in city provided by one company for white_____;

for colored_____.

3. Method of acquiring passengers:_____

_____

_____

_____

C. Remarks:_____

Facilities and service factors to be observed rel tive to Taxis, "C r for Hire," "Drive Yourself" Cars, City Ambulance Service, Chartered Busses, School Busses, Airport.

Form F

I. Taxis (with meters)

A. Facilities

1. Condition of Taxis

a. make

b. year

c. model

B. Service

1. Stands provided at stations

a. location

2. Number of taxis in city provided by one company for white_____ for colored_____.

3. Method of acquiring passengers

_____

_____

_____

_____

4. Taxi accommodations to and from airport

Remarks_____

_____

Form G _____

II. "Car for Hire" (without meters)

A. Facilities

1. Condition of cars

a. make

b. model

c. year

B. Policy of issuing license to private persons (operators of "cars")

Remarks_____

_____

H _____

III. "Drive Yourself" Cars

A. Availability of Service

Remarks_____

_____

Form E

Hold

Schedule of Questions For ~~Transportation Only~~ (For Administrative Officials In transportation services).

Section I

1. Date_____

2. Time_____

3. Place of interview_____ 4. City_____ 5. State_____

6. Name of Informant_____ 7. Sex_____ 8. Race_____

9. Address of Informant_____

10. Company_____

11. Official Title of Informant_____

12. Interviewer_____

Section II

1. What is the policy of your company relative to the provision for separate and equal facilities for Negroes and whites?

2. What is the policy of your company relative to Negroes riding Pullman and special trains?

3. How do you determine equal facilities for the races? Upon whom is placed responsibility for determining the equal? facilities

4.

4. Have any special problems involving laws on separation of races come to your attention during your administration? What disposition was made in these cases? Who made it? How was it made?

5. Is it your understanding that operating officials and other workers in the company adhere rigidly to these policies?

6. What is the cost to provide separate facilities for both races?

Form D
Number

Hold

SCHEDULE FOR OBSERVATION OF CARRIERS IN STATIONS

1. Station _____

2. Date _____

3. Time _____

4. Observer _____

5. Company Operating Carriers _____

6. Carrier's Name or Number _____

7. Number of Units (specify type) _____

   a. For white _____

   b. For colored _____

8. Number of Seats _____

   a. For white _____

   b. For colored _____

9. Overcrowding

   a. ~~Negro~~ Colored standers _____

   b. White standers _____

Remarks:

Form D

A .Item 7: "Number of units" refers to coaches or compartments provided by carriers, for white, for colored.

"Type" refers to steel, wood, or reclining chair coaches.

B. Item 9: "Overcrowding" shall be determined by counting or estimating the total numbers of white and colored standers in all day coaches.

I. Observations of transportation facilities and services must be made consistently over a period of days worked out with the stndard categories set up in the study. No No exact number of days need be determined.

Form C
Number_____

Observer's Check Sheet

DESCRIPTION OF FACILITIES FOR SERVICES TO PASSENGERS IN A GIVEN STATION

1. Name of Station_____ 2. Year Built_____

2. Date_____ 4. Time_____

5. City and State _____

6. Observer _____

7. Waiting Room: White_____ Colored_____(check one)

I. General Description of Waiting Room

A. Entrance and Exits

1. To streets_____
   a. same _____
   b. different_____
2. To trains_____
   a. same_____
   B. different_____
3. Doors
   a. Number_____
   b. Type_____
   c. Condition of doors
      (1) in repair_____
      (2) need repair_____
   d. Location_____
      _____

B. Signs: list, giving number, types and wording, and location

Number_____

Type	Wording	Location

C. Relative positions of waiting room in station
1. Front_____
2. Center_____
3. Rear_____
4. Side_____

D. Seating

1. Number of seats_____
2. Type of seats
   a. Benches_____
      (1) cushioned_____(2)nonpcushioned_____(3)wood_____
      (4) metal_____(5)in repair_____(6)need repair____
   B. Chairs_____
      (1) cushioned_____(2)non-cushioned_____(3)wood_____
      (4) metal_____(5)in repair_____(6)need repair____

E. Ventilation

1. Windows
   a. Number_____ b. type_____ c. manipulation___
   d. Contions
      (1) in repair_____ (2) need repair_____
2. Other types of ventilation
   a. Skylights_____ Number_____ Type_____
   b. Fans_____Electric_____Ceiling_____ Portable_____(Place)
      (Write number of each type after correct type)
   c. Air conditioning_____
   d. Other (indicate)_____

F. Heating

1. Units
   a. Number_____
   b. Location_____
   c. Types_____
   d. Condition
      (1) efficient_____(2) inefficient_____

G. Lighting

1. Number	Types	Condition(adequate or inadequate)	Location

H. Size (approximate floor space or area)_____

I. Walls

1. Type
   a. Tile_____ b. Plaster_____ c. Other (list)_____

2. Condition
   a. Paint_____b. Plaster_____c. Tile_____ d. Other_____

J. Telegraph: Facilities present_____facilities not present_____

1. Types of Service

a. Station_____

(1) Location_____

(2) Hours service available_____

(3) Number of employees on duty at a given time_____

b. Direct line to telegraph office_____

(1) Location_____

(2) Hours service available_____

K. Telephone: Facilities present_____facilities not present_____

1. Types of service

a. Booth_____

(1) Number_____(2) Location_____

b. "Open"_____

(1) Number_____(2) Location_____

c. Counter at which operator places calls for patrons_____

(1) Location_____

(2) Number employees on duty at a given time _____

L. Travelers' Aid: Facilities present_____facilities not present_____

1. Location_____

2. Designated hours for service_____

3. Personnel

a. Number of employees on duty at given time_____

b. Number of employees working part time_____

c. Number of employees working full time_____

d. Number of student workers_____

II. <u>Ticket Office</u>

A. General ticket office_____

1. Location_____

2. Type

a. Counter_____Length_____

b. Window_____Number of windows_____

3. Personnel

a. Number of employees on duty at a given time: _____male_____female____race

B. Pullman ticket office

1. Location_____

2. Type

a. Counter_____ length_____

b. Window_____ Number_____

3. Personnel

a. Number of employees on duty at a given time____male_____female_____race

C. Other types of ticket windows (indicate)_____

1. Location_____

2. Type

a. Counter_____ Length_____

b. Window_____ Number_____

3. Personnel

a. Number of employees on duty at given time_____male_____female____race

III Information

A. Location_____

B. Facilities

1. Windows_____ 2. Counter_____

C. Personnel: Number _____ Male_____ Female_____ Race_____

D. Public address System

1. Number of speakers_____ 2. Location of speakers_____

3. Description of speakers_____

IV. Restaurant

A. Location_____

B. Facilities

1. Counter_____

a. Type_____ b. Number of seats_____

2. Tables_____

a. Types_____ b. Number_____

c. Seating capacity_____

C. Personnel

1. Number (total)_____ Waitresses_____ Waiters_____

General help_____

2. Male_____ 3. Female_____ 4. Race_____

D. Appointments

1. Walls: Type_____ Color_____

2. Ornaments: List_____

_____

3. Signs: Number_____

Type	Wording	Location

4. Lighting

a. Number of units_____ b. Types of units_____

c. Location of units_____

d. Condition

(1) in repair_____ (2) need repair_____

5. Ventilations

a. Windows_____

(1) number_____ (2) types_____ (3) manipulation_____

(4) condition

(a) in repair_____ (b) need repair

b. List other types of ventilation_____

_____

6. Authorization

a. rating_____

(1) Mind_____

b. ownership_____

(1) station_____ (2) concession_____

V. Rest Rooms

A. Women's Rest Room

1. Locations_____

2. Divisions_____

a. Lounge_____

(1) Size (approximate)_____

(2) Seats: total number of seats _____

(a) Types of seats number

_____ _____

_____ _____

_____ _____

(3) Babies' beds: number_____ type_____ condition_____

(4) Ventilation

(a) Number of windows_____types_____ conditions_____

(b) Air conditioned_____

(c) Electric fans_____number_____types____ conditions_____

(5) Lighting

(a) Number of units_____types_____ conditions_____

(6) Heating

(a) Number of units_____types_____ condition_____

(7) List other facilities

_____

_____

_____

b. Wash room

(1) Size (approximate)_____

(2) Number of wash basins_____

(3) Number of toilets (total)_____

(a) Number of free toilets_____(b) Number of pay toilets_____

(c) Cost_____

(4) Number of mirrors_____

(5) Towel Service: types_____ number_____

(6) List other facilities_____

_____

(7) Ventilation

(a) Number of windows_____type_____condition_____

(b) Air conditioning_____

(c) Electirc fans _____number_____type_____condition_____

(d) Other (indicate type)_____

(8) Heating

(a) Number of units_____(b) type of units_____(c) condition

3. Maid Service Available_____

a. Number of maids on duty at a given time_____

b. Hours at which service is available_____

B. Men's Rest Room

1. Location_____

2. Divisions

a. Lounge_____

(1) Size (approximate)_____

(2) Seats: total number_____

(a) Types of seats Number

_____ _____

_____ _____

_____ _____

(3) Ventilation
(a) Number of windows:_____type_____condition_____
(b) Air conditioned_____
(c) Electric fans_____number_____type____condition____
(4) Lighting
(a) number of units_(b) type_____(c) condition_____
(5) Heating
(a) number of units_____(b) type of units ----(c) condition____
(6) List other facilities_____
_____
_____
_____

b. Wash room
(1) Size (approximate)_____
(2) Number of wash basins_____
(3) Number of toilets (total)_____
(a) Number of free toilets _____ (b) Number of pay toilets____
(c) Cost_____
(4) Mirrors_____
(5) Towel service: types_____ number_____
(6) List other facilities_____
_____
_____

(7) Ventilation
(a) Number of windows: type_____ condition_____
(b) Air conditioning_____
(c) Electric fans: Number_____type_____condition_____
(d) Other (indicate type)
(e) Heating: number of units____type_____condition_____

3. Porter services available_____
a. Number of porters on duty at a given time_____
b. Hours at which service is available_____

VI. Baggage

A. Station Baggage Room
1. Location_____
2. Divisions_____
3. Personnel (number on duty at a given time)_____

B. Public lockers
1. Location_____
2. Number_____
3. Types_____

C. Other checking services
1. List_____
2. Location_____
3. Types_____
4. Personnel(number on duty at a given time)_____

VII. Miscellaneous

A. Water Fountain_____
1. Number_____
2. Location_____
3. Type_____
4. Condition: in repair_____ need repair_____

B. Clocks_____
1. Number_____
2. Location_____
3. Types_____

C. Commodities for sale (check those sold in waiting room):
1. Newspapers_____
2. Magazines_____
3. Comic books_____
4. Post cards_____
5. Fruit_____
6. Smokes_____
7. Candies_____
8. Sodas, ice cream, etc._____
9. Souvenirs_____
10. List others_____
_____

D. Other facilities (check, giving number, location, whether in waiting room or general waiting area or in ante-room)
1. Photo booth_____
2. Juke boxes_____
3. Scales_____
4. Soft drink machines_____
5. Candy machines_____
6. Shooting galleries_____
7. Chewing gum machines_____
8. Movie machines_____
9. Trash containers_____
10. Others (list):_____
_____

VIII. General waiting area between waiting room and gates to carriers

A. Seating
1. Number_____ 2. Types_____
3. Signs relative to seating: wording:_____

B. Signs at gates: Wording_____
_____

IX. Carriers

A. Differences in distance from gates to carriers for each race
1. White--distance_____
2. Negro--distance_____

XPublic and private transportation facilities available to passengers to and from station

A. White
1. Distance to taxi_____
2. Distance to street cars and busses_____
3. Distance to station parking space_____

B. Negro
1. Distance to taxi_____
2. Distance to street cars and busses_____
3. Distance to station parking area_____

C. List taxi rules and regulations_____
_____
_____

Form C

I,A,1.Place "yes" after To streets if the waiting room which you are observing opens directly on to a street. If it does not open directly onto a street, indicate to what it opens; for example, "to an alley"; or "to a hallway in the station."

I,A,1,a, and b If both the Negro and white waiting room open to the same street, place a check mark after same; if the Negro and white waiting rooms do not open to the same ~~plaxx~~ street, check different.

I,A,2. Place "yes" after To trains if the waiting room which you are observing opens directly into the general waiting area from which passengers board trains. If it does not open directly into this area, indicate to what it opens; for example, "to a hall ay,"

I,A, 2, a and b. If both the Negro and white waiting rooms open to the same area for ~~entering~~ boarding trains, or open to the same area for entering th general waiting area, check same; if they open to different places, check different.

I,B. "Signs" to be counted, described, and located include all signs on and in the waiting rooms. The total number of signs counted should be placed in the blank space to the right of Number. "Type" refers to the composition of the sign: whether it is neon, painted, hand printed, etc.

I,I,2, a, b, and c. The "condition" of the paint, plaster, tile, or other wall composition is to be described as "peeling,""cracking" etc.

I, J, K,and L. If telegraph, telephone, and travelers' aid facilities are present in the waiting room which you are observing, place a check mark after Facilities

PRESENT
present. If these facilities are not present, place a check mark after facilties not present. These blacks do not refer to the type or condition of the facilities: if the facility is present in any condition, type, or number, merely check facilities present.

II,A . General ticket office refers to the office at which coach tickets are purchased, if there is also a separate ticket office at which Pullman tickets are purchased. If there is only one ticket office at which both coach and Pullman tickets are purchased, this one ticket office may be classified as a"general ticket office." If there is a general ticket office, place a check mark in the blank space to the right of General ticket office.

Any facility not provided for in the check sheet should be described in detail by the observer in the space at the end of the check sheet. Anything unusual or out of the ordinary about any of the facilities provided for in the check sheet should be noted at the end of the check sheet, also.

B. Signs at gates
   1. Wordings

X. Carriers

A. Differences in Distance from gates to carriers
   1. White - distance
   2. Negro - distance

XI. Public and Private Transportation Facilities Available to Passengers to and from station.

A. White
   1. Distance to taxi
   2. Distance to street cars and buses
   3. Distance to station parking space
B. Negro
   1. Distance to Taxi
   2. Distance to street cars and buses
   3. Distance to station parking space

Part 5 of C Form

Not mod in revised Form C

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station _____
2. Waiting Room: white _____; colored _____
3. Date _____; Time _____
4. City and State _____
5. OBSERVER _____

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

_____

_____

B. Are white and colored passengers served in due turn? _____

_____

_____

_____

II Telegraphic Service

A. Is personnel courteous? _____

_____

_____

B. Are white and colored passengers served in due turn? _____

_____

_____

_____

III Travelers' Aid

A. Is personnel courteous? _____

_____

B. Are white and colored passengers served in due turn? _____

_____

_____

IV Ticket Office

A. Is personnel courteous? _____

_____

_____

B. Are white and colored passengers served in due turn? _____

_____

_____

_____

V Pullman Service

A. How are tickets purchased by Negroes? _____

1. At central or joint ticket office? _____

_____

_____

2. At station? _____

_____

_____

B. How are tickets purchased by white people? _____

1. At central or joint ticket office? _____

_____

_____

2. At station? _____

_____

_____

VI Restaurant

A. Is personnel courteous? _____

_____

_____

B. What is minimum service time?_____

_____

_____

C. List menus (note changes)_____

_____

_____

D. List food prices_____

_____

_____

E. Describe the types and conditions of attendants dress (uniform, etc.)___

_____

_____

_____

F. Describe the condition of the serviceware (linen, silver, etc.)_____

_____

_____

G. Are pests (rodents, insects, etc.) on the premises?_____

_____

H. Are loiterers observed on the premises?_____

_____

I. What is the method of handling food?_____

_____

_____

J. Are the premises sanitary?_____

_____

VII Rest Room: Men_____Women_____(Check one observed)

A. Does room have a regular attendant?_____

_____

B .Does maid or porter work on full-time or part-time basis_____

_____

C. Is the place in sanitary condition?_____

_____

_____

D. Are soap and towels available?_____

_____

E. Is provision made for emergencies, such as sickness? If so, what provisions?_____

_____

VIII Baggage

A. Is personnel courteous?_____

_____

B. Are white and colored passengers served in due turn? _____

_____

IX Miscellaneous

A. Are water fountains in working order?_____

_____Location?_____

B. Counters

1. Are counters in sanitary condition?_____

_____

2. What are the methods of handling food?_____

_____

3. Are white and colored passengers served in due turn?_____

_____

C. Do clocks have correct time?_____

_____

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)?_____

_____

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous _____

_____

2. Does personnel strive to be helpful to passengers? _____

_____

_____

B. Note any acts of segregation in the area _____

_____

_____

_____

_____

_____

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor _____

_____

_____

2. Porter _____

_____

_____

3. Other _____

_____

_____

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview_____ 2. Time of Interview_____
3. Place of Interview_____ 4. City_____ 5. State_____
6. Name of Informant_____ 7. Sex_____ 8. Race_____
10. Address of Informant_____ 9. Age_____
11. Occupation of Informant_____
a. Company_____ b. Station_____
12. Interviewer_____

Section II

INCIDENT:
Date_____ Time_____
Place_____ Line_____

Form A
Number ___

SCHEDULE OF QUESTIONS FOR TRANSPORTATION STUDY
(For Agents and Employees in Transportation Services)

Section I

Omitted

1. Date _____

2. Time _____

3. Place of Interview _____ 4. City _____ 5. State _____

6. Name of Informant _____ 7. Sex _____ 8. Race _____

10. Address of Informant _____ 9. Age _____

11. Occupation of Informant _____

11a. Company _____

11b. Station _____

12. Interviewer _____

Section II

1. How long have you been working here? _____

2. Are you told to deal with Negro passengers differently from white passengers? Who instructs you? Are your instructions oral or written? _____

3. Have you observed any conflict between the races in your work; in and around the station? On the carriers (trains, busses)? What happened? _____

4. Are ~~traveling~~ seating accommodations for Negro and white passengers equal: in ~~and around the station~~ waiting rooms? On the carriers (trains, busses)? _____

5. Do you think the attitudes of white and Negro passengers toward segregated accommodations have changed during your employment here? _____

Atlanta Committee on Separate But Equal ~~Facilities~~ in Transportation
Saturday Oct 20, 1945 - 11 AM.
Offices of Southern Regional Council

Those present:

~~Dr. Johnson~~
~~Dr. Reid~~
4. Dr. Mays
5. Mr. Shulhafer
1. Mr. Griffin
2. Mrs. Hamilton
3. Mrs. Mackay
6. ~~Dr. Guy B. Johnson~~
7. Dr. Ira De A. Reid

Philip John Grace T

Just applied

Dr. After hearing a report of the study of segregation in transportation in the City of Atlanta, Dr. Mays recommended that the study be enlarged to include all forms of "separate but equal" in Atlanta. He felt that the third question posed by Dr. Reid would then follow automatically. (Do you think that this method of social analysis may be used as the basis for community education and action throughout urbancenters in the South?)

questions were raised: (insert),

Where there is enough completed material on any situation or practice, the Council should go the proper authorities and try to get action to redemdy the situation.

Mrs. Hamilton felt that greater emphasis should be placed on drawing up a set of recommendations, including an action program for individuals and organizations, there being many things which these groups could do about discrimination if they were only informed. These recommendations should be presented to Council members for their consideration.

It was suggested that the word "segregation" be avoided in the study. "Separation" would be a better word, it was felt.

Dr. Mays said that the minimum the Council can do is to adopt the recommendations Mrs. Hamilton suggested.

Ask Dr. J. how many copies should be prepared

Dr. Reid said that most of the people who favor segregation do not really know what happens on the other side of the law--they do not know that the separate facilities are not equal. A study such as the segregation in transportation study in Atlanta will show them what really happens. Over a long period of time, the hypothesis ~~should~~ might become: "Can you have 'separate but equal' after all?"

Someone raised a question about the length of the report of the study ~~should be~~. Dr. Johnson suggested that it should be in some form so that Board members can read and digest it quickly. He suggested that a long report be ~~typed~~ prepared in--three or four copies--and bound so that Board and Council members can read it or refer to it if they wish. The long report should be boiled down to an eight or ten page mimeographed report for Board and Council members. Mr. Shulhafer suggested that copies should be mailed to Board members long enough before the meeting that they can read and understand the report before the meeting.

It was moved by Mr. Shulhafer that the Committee adopt Dr. Mays' original recommendations (that the study be finished as a complete study of "separate but equal" facilities in Atlanta; that wherever there is enough completed material, the Council should begin to take action immediately by going to see persons in authority in the area under question, presenting the material to them, and asking for action to remedy the situation). He suggested also that the Council should ask other organizations to back it when it presents the cases to the proper authorities.

Dr. Mays felt that the Committee should meet again to hear a report on how the study is finally shaping up and to help draw up a set of recommendations for action.

Mrs. Hamilton suggested that the research staff outline areas of needed action. The Committee could then help expand the outline into recommendations.

It was decided that the Committee will meet again on Tuesday, November 6, at 4:00 P.M. Notices will be sent Committee members.

1. What suggestions for disposition and action may be recommended to the Executive Committee?

2. Should studies be made in other aspects of "separate but equal" in Atlanta?

3. Do you think that this method of social analysis may be used as the basis for community education and action throughout urban centers in the South?

1.

~~Entrance to white Waiting room at the Atlanta Terminal Station~~

1.

Entrance to white waiting room at the Atlanta Terminal Station.

2.

Side view of Terminal Station, showing sidewalk and steps in front of entrance to colored waiting room. During rainy periods, inches of water settle at the base of these steps. Man in white trousers approaches colored entrance. Colored taxicab stand is located immediately above sidewalk level.

3.

Closeup view of ticket window enclosure provided for colored passengers at Terminal Station. (There is no such enclosure in the white waiting room). Two men inside enclosure are waiting for ticket service at the only window where Negroes are generally served. The barrier was erected to keep the "drafts and odors" of the colored waiting room from the white ticket agents. The two ticket windows to the right are never opened to serve Negro passengers. The direct wire to Western Union on post to left is the only telegraphic service provided in the colored waiting room, while this service and a Western Union sub-station are provided in the white waiting room.

4.

Terminal Station ticket office enclosure in colored waiting room. At far door where two men and one woman stand is sign which reads: "Enter Here." At other door where one woman stands is "Out" sign.

5.

The entrance to the restaurant for Negroes is made directly from the colored waiting room. Food served in the restaurant is brought across the concourse from the white restaurant kitchen.

6.

Entrance to white waiting room at Greyhound Bus Terminal in Atlanta. Taxicab stand in front of the station is provided exclusively for white cabs and white passengers. (Colored cabs may not park in front of the white or colored waiting rooms.)

7.

Side view of Greyhound Bus Terminal showing entrance to colored waiting room. The entrance is located between the kitchen and the baggage room, just back of the "No Parking" sign on the driveway over which busses enter. Note stacks of baggage in front of the colored waiting room which partially blocks passageway to bus tracks at left.

8.

Close-up view of entrance to colored waiting room at Atlanta's Greyhound Bus Terminal. White baggage room attendant stands inside door to left. Door to right of bus station attendant and door to colored waiting room leads to kitchen and colored restrooms located in basement of building. Garbage cans always adorn the colored entrance. Frequently, garbage is burned by bus station attendants in front of the colored waiting room.

9.

View of the colored waiting room at the Greyhound Bus Terminal, showing colored passengers who have stood in line for considerable period of time awaiting ticket service at the one window provided for them. One Negro passenger reported that he waited in the line for more than on hour before being able to purchase a ticket. (Six ticket windows at this station are provided for white passengers.)

10.

A view of the ventilation system in the colored men's rest room at Greyhound Bus Terminal. The window opens into a dark space several feet below the walkway (above) which leads to colored waiting room. The only air vent is covered with an iron grill on the walkway. Filth has accumulated outside the windows.

11.

A coach view of Negro passengers on a train on which other Negro passengers are crowded in a baggage car.

12.

Baggage car view of Negro passengers on the same train on which the preceding picture was taken. Note construction of walls and floor as well as hand supports. Transportation of passengers on baggage cars is contrary to the pronounced and established policy of the Association of American Railroads.

13.

Negro passengers ride in the baggage car of one of the railroad lines serving the City of Atlanta. This condition was said to be occasioned by excessive crowding in the day coach provided for Negroes. However, ample space was provided for white passengers on this train.

14.

Another view of Negro passengers, women, children, and soldiers, in baggage car on another railroad line leaving Atlanta. This picture was taken on the same day as the preceding picture. Note passenger sitting on trunk.

15.

White and colored passengers load at front of street cars and busses. The usual pattern: whites first; Negroes last. Colored passengers, however, must leave by rear door, although white passengers may leave by either front or rear door. This arrangement frequently leads to conflict.

16.

Though contrary to city law, this car-for-hire for white only is operated by a colored driver. Note sign on car door, "White." The car is parked in front of the white entrance to Union Station (railroad).

17.

This car, operated by a colored driver for colored passengers only, carries a sign, "For Colored." City law requires the sign.

18.

During the month of August, late evening, while the colored waiting room at the Union Station in Atlanta, Georgia, was crowded to capacity, a Negro man wearing the button of a discharged soldier who was standing just outside the colored waiting room, apparently celebrating his release, was ordered by a white "plainclothes" man to re-enter the waiting room. When the Negro refused, he was grabbed by the "plainclothes" man.

19.

Under the impact of the contact, the veteran fell to the sidewalk near the colored entrance to the station.

~~20.~~

~~The Negro veteran remained in the custody of the arresting officer until the city patrol arrived, at which time he~~

20.

The Negro veteran remained in the custody of the arresting officer until the city patrol arrived, at which time he was loaded into the patrol wagon.

21.

As the patrol wagon leaves with the Negro veteran, destined for the police station. There was no record of this arrest.

RACIAL SEPARATION IN TRANSPORTATION
Atlanta, Georgia

Situations Upon Which Recommendations And Action Programs May Be Based

Consider the following in view of approaches that may be made to: the courts, the police, elected public officials, the carriers, the terminal management, the Public Service Commission, and the public.

I. City Ordinances

1. Several ordinances not only implement the State laws of racial separation, but go beyond these laws. These acts of Council should be repealed or tested for legality.

   For example, a portion of the Municipal Code, City of Atlanta, 1942 (62-121) under the subject, Races to be Separated in Cabs and Hired Automobiles, reads: "There shall be white drivers for carrying white passengers and colored drivers for carrying colored passengers." Nevertheless, several Negro drivers of cars for hire in Atlanta serve white persons only. The reverse of this does not obtain except in most unusual cases. Many of the cars for hire do not comply with the exact stipulations of the ordinance covering hired automobiles. According to this ordinance, signs on autos for hire should read "For White Passengers Only" or "For Colored Passengers Only." Some "Cars for Hire" do not display such signs.

2. City Council committees have frequently made rulings that aggravate social situations involving races, without advising the public of such actions.

   For example, disregarding the City Ordinance of 1940, covering auto for hire operation, the Police Committee of the City Council — which has no law-making power, authorized Negroes in 1942 to operate autos for hire

"for white passengers only." In the confusion resulting from the conflict between law and the pronounced policy of the Police Committee, Negro drivers of such cars for hire became victims of numerous charges and countless arrests. One driver alone was arrested approximately thirty times in less than six months on flimsy charges made by local police in connection with his operation of an auto for hire for white passengers. The confusion might also have contributed to the fact that while this study was in progress, one colored driver of an auto for hire for white passengers only was murdered while on duty in an exclusive white residential section; another colored driver, charged with criminally assaulting a white woman passenger, was tried, found guilty, and sentenced to death. Although the evidence against the driver was not convincing, the jury which decided his fate reached a verdict after five minutes of deliberation.

3. There has been a very one-sided enforcement of the law by the police authorities and the lower courts. In all cases coming to the attention of the Southern Regional Council, the Negro participant has been adjudged guilty.

Numerous cases of assault without justification by street-car operators upon colored passengers have been reported. In such cases, the Negro victims are almost always forced to pay fines or to remain incarcerated at the police station for short periods of time. There is no record of charges being preferred in such cases against street-car operators or local policemen who perpetrate injustices against Negroes. A case in point is that of a man and his wife who were both brutally assaulted on a street car by the operator at a down town loading point. The man had refused to pay a fare for one of his children whom he said was "under age." When the police officers came to the scene of the disturbance,

they took the Negroes — parents and two children — in their police car to the police station. The operator resumed his duties.

A Negro veteran who stood in a drunken condition at the colored entrance to the Union Station was approached by a detective. When the veteran refused to go into the waiting room at the direction of the detective, he was beaten, kicked, and arrested by the detective.

A colored Atlanta school teacher and her sister who objected to being denied bus accommodations to Athens, Georgia, after having purchased their tickets, were found guilty of disorderly conduct after they were detained for some time at the police station following their arrest. One lawyer who heard the trial said that the witnesses for the bus company were all perjured; nevertheless, the two women who were greatly intimidated and embarrassed were required to pay fines totaling ~~$21.00~~. $29.00

II. Street Railway and Motor Bus Facilities

4. One chief source of friction is the loading and unloading of passengers seeking to abide by the carrier ruling that Negro passengers may not leave from the front exit, even though it may be the more accessible exit. Another main source of friction is the pattern of separate seating of the races on street cars and busses.

On an occasion when a street car was so completely filled with passengers, both white and colored, that several Negroes had to stand near the front of the car, the operator refused to let a Negro woman off the car via the front door. The operator told her that he had instructions not to allow colored passengers to make their exit via the front door. The woman told him that the car was crowded and that it

was utterly impossible for her to push to the rear. The operator continued to refuse her in an offensive way, but when a white passenger got off at the next stop, the Negro woman followed him.

The passenger's assumption of the operator's responsibility for the direction of the separate seating of the races is the cause of considerable racial misunderstanding on street cars and busses. While the Power Company instructs its operators to supervise the separate seating of the races, operators are extremely dilatory in this respect. Thus white and colored passengers are left free to make seating adjustments themselves. A Power Company official justifies the negligence of its operators to assume the above responsibility on the grounds that they are engrossed in their work. On one occasion a white male passenger sitting near the center of the street car refused to permit Negroes who were standing to occupy two vacant seats in front of him; nor would the passenger move forward. He told the Negroes that other whites would get on later and occupy the seats in front of him. The operator did not interfere.

5. There is no evidence of the type and nature of instructions to operators on treatment of colored passengers. The public is advised, but the operator is the source of many difficulties.

When a Power Company official was asked if any special instructions pertaining to the treatment of Negroes were incorporated in their training course, his answer was "I'm not sure about that. I'll have to let you know tomorrow." Two days later the same official graciously refused to answer the question: "I would just rather not...." he said.

For the most part, the articles in Two Bells, an organ published weekly

by the Georgia Power Company, appeal to passengers to avert situations on street cars and busses which may prove embarrassing to persons of both races. The publications urges the fullest use of available seats; the seating of members of one race together when persons of the other race are standing, etc. It should also be noted in this connection that according to the statement of a transportation official "the Company's policy is not to have rigid demarcations but to let the passengers work things out between themselves." Such a policy is highly unsatisfactory in that it relieves the operator of his special duties and responsibilities and places these duties and responsibilities upon the passengers themselves.

III. <u>Terminal Facilities and Services</u>

6. The separate waiting rooms which are provided for colored passengers at Terminal and Union Railroad Station and at the Greyhound Bus Terminal are unsatisfactory.

While the size of the colored waiting rooms at Terminal and Union Stations is fairly satisfactory for the accommodation of colored traffic; at the Greyhound Bus Terminal the waiting room space for colored is decidedly inadequate. Telegraphic substations are maintained in the Terminal Station and the Greyhound Bus Terminal in the white waiting rooms, while no such facilities are found in any of the waiting rooms for colored passengers. No telegraphic service is maintained in the colored waiting room at the bus station, while in Atlanta's train stations, colored waiting rooms are provided with "Direct Wires to Western Union." Although public telephones are maintained in both white and colored waiting rooms at the three stations, the smaller number provided for Negroes is insufficient to meet the demand for telephone service. White waiting rooms at all stations are provided with newsstands; only the colored waiting room at the Terminal Station has this service.

7. Colored rest room facilities at all stations and the airport are unequal to those for white passengers. All colored restrooms are smaller than the white rest rooms at the same station. Colored rest rooms at Terminal Station and at the Bus Station are very unsanitary. Restrooms for colored passengers at the Bus Station are located several feet below the street surface. Indirect ventilation is accomplished by way of two windows which open to an iron grill on the sidewalk above. Lounges provided for colored women at Union and Terminal Stations are not as adequately furnished nor are they as comfortable as the lounges for white women. At the Bus Station, no lounge is provided for colored women -- not even a chair in the rest room, while a lounge is provided for white women at this station.

8. The eating facilities provided for colored passengers at the stations and at the airport are not comparable with those provided for white passengers.

Restaurants for white passengers at Terminal and Union Station, the Greyhound Bus Terminal, and the Airport are well equipped and adequate in size to accommodate passengers. Terminal Station is the only station in the city which offers the service of a restaurant to colored passengers; this restaurant, however, is not equipped to give complete food service. There is in the colored waiting room at Union Station a small food counter at which no seats are provided. Only ready-prepared sandwiches and drinks are sold here. The food counter for colored passengers at the Bus Terminal is equipped with a small number of stools for customers. Negroes who seek food service at the airport are invited to the kitchen.

9. Unsatisfactory travel service is given colored passengers.

Ticket service furnished colored passengers is slow and unsatisfactory at both Terminal and Union Stations and at the Greyhound Bus Station. At each station, the ticket office is placed between the colored and white waiting rooms, with separate windows opening to each room. At Union Station, where no special agent is designated to serve colored passengers, Negroes must often wait long periods of time for service while agents are serving white passengers. At Terminal Station, Negroes must enter a half-wood half-glass enclosure to purchase tickets. Only one agent is usually on duty to serve colored passengers, while two, four, or five serve white passengers. Occasionally, however, a second agent serves Negroes at a second window. At the Bus Station, there is only one window operating for colored, opening into the colored waiting room, although there are six openings to the white waiting room. Only one agent ever serves Negroes at the bus station, no matter how great the demand for service to Negroes may be.

At Terminal and Union Stations, colored passengers are given information at a window opening to the information office which also serves white passengers. Service to Negroes is slow and unsatisfactory. At the bus station, there is an information office in the white waiting room, but none in the colored waiting room. Negroes desiring information must obtain it from the one ticket agent who serves colored passengers.

10. The pattern of taxicab service to and from the municipal airport is discriminatory against Negroes.

Negroes who miss the Belle Isle bus which runs to and from the city and the airport must take a Harlem Cab which charges a straight fare of $4.50 for one way transportation. White passengers ride in Yellow Cabs which are metered and cost considerably less.

11. Taxi service at the railroad and bus stations is unsatisfactory.

At Union Station there is no taxicab stand for colored autos for hire -- cabs must load and unload passengers and quickly drive on. The stand for white cabs extends to the entrance to the colored waiting room. At Terminal Station there is a taxicab stand for colored passengers, but since the colored waiting room is below street level, passengers must go down eight steps from the street to enter the colored waiting room. Taxicabs for white passengers occupy a stand immediately in front of the white waiting room. At the Greyhound Bus Terminal, cabs for white passengers may park directly in front of the entrance to the white waiting room, but the stand for colored cabs is located across the driveway over which busses enter the tracks. Thus colored passengers arriving in taxicabs must cross this driveway in order to enter the colored waiting room.

12. Terminal personnel is often discourteous to colored passengers.

Ticket and information agents at the train and bus stations are often curt and discourteous to colored passengers. An observer at Terminal Station reports overhearing a ticket agent bitterly reprimand a Negro who had not made it clear whether or not she wanted a ticket to Cleveland, Ohio, or Cleveland, Tennessee.

Gatemen at the train stations are often discourteous, also, to colored passengers. A redcap at Union Station told an observer that one of the gatemen "is as mean as he can be. He holds the colored back until all the white people have gone down to the trains." Observers report that at both Terminal and Union Station gatemen often speak sharply or indif-

ferently to Negroes requesting services and information, and that they often refuse Negroes services which they give to white people. For instance, a train caller at Terminal Station refused a Negro woman a pass to go down to a train to get her her young nephew who had traveled from Birmingham, and who had been told by his mother to wait on the train until his aunt came for him. He also refused both white and colored Travelers' Aid workers who requested that he give the Negro women a pass to the train. While the Negro woman was being denied this service, the station employee issued passes to trains to white people.

IV. Local Transportation Problems

13. There is a lack of transportation facilities for new Negro communities.

White residential zones, a considerable distance from the business district of the city, are provided with trackless trolleys and busses operated by the Georgia Power Company. No Negro residential zone at, or near, the city limits boundary is served by these Power Company traction facilities.

The Power Company refused service to the colored people in the new Dixie Hills and Pine Acres section, where at present a private Negro bus line is in operation. The company said the Negro population of this area did not warrant its extension of service.

14. There is discrimination in school transportation provided for Negro children in Atlanta and Fulton County.

No provision is made for transporting Negro high school pupils in Fulton County to Booker T. Washington High Schools, the only Negro high school in the County. Not only are there county high schools for white pupils, but transportation to and from these schools is furnished to white pupils. The white students of Fulton County benefitted from a total expenditure

of $54,341.90 for school transportation during the school term 1943-44, while no expenditure was made in this county for conveying colored students to and from schools. (These figures are taken from the Annual Reports of the Department of Education to the General Assembly of the State of Georgia for the Biennium ending June 30, 1944.)

The City of Atlanta itself does not maintain or operate busses for the transportation of school pupils, but the street car and bus company — Georgia Power Company — which serves the city makes distinction in type of facility and service for white and colored students, for while the Company runs extra cars and busses to some of the white high and junior high schools, no such service is provided for colored pupils except to Washington High School by street cars which all persons may use.

15. Negroes are unable to rent "U-Drive-It" cars unless a white person acts as a go-between for them.

The Hertz and Belle Isle Companies flatly refused to rent cars to Negro observers, employees telling them that "we don't handle colored rentals." An employee of the Dixie Company told a Negro observer that all cars were leased t the telephone company, but referred him to the other companies where "rent-a-car" service had already been denied him.

16. Taxicab drivers who haul white passengers to and from Negro sections of the city resort to spiels and subversive tactics.

V. Rail Carriers

17. Facilities and services in coach travel for colored passengers are inadequate when compared with facilities and services for white travelers.

The coaches and/or compartments set apart for Negroes are usually more inferior; the facilities, such as reclining chairs, air conditioning, seat covers, and the like, are more often provided in the white day coaches than in the coaches left for colored passengers. The coaches for colored and the rest room facilities in the coaches are comparatively more unsanitary.

Colored passengers are more frequently the victims of insults, inhuman treatment, and the discourteous actions of white trainmen.

18. Negroes are sometimes transported in baggage cars which have not been converted into passenger coaches.

Observers have ridden on trains on which Negroes are carried in such baggage cars, and have taken pictures of Negroes riding in these cars. Nevertheless, the Atlanta District Manager, Car Service Division, Association of American Railroads, told an observer that "it is absolutely against company rules to use unconverted baggage cars for passengers" and that no such cars are used.

19. Special techniques are employed by railroad company agents and employees in handling colored passengers who request and/or purchase Pullman reservations.

Negro travelers have reason to suspect that sometimes telephone and other codes are used by agents to reveal the racial identity of persons seeking reservations, the purpose of which is the denial of this service to Negroes.

Pullman accomodations are purchased with considerable difficulty by the "rank and file" of Negroes. A "special class" of Negroes and other Negroes

who have "proper contact" with agents and other white persons experience little or no trouble in purchasing accommodations.

Railroad companies are committed to the policy of selling "special" Pullman space to Negroes at the ends of cars, in lower 13, etc.

20. White train officials occupy seats in colored coaches, even when the coaches are so crowded that colored passengers must stand.

An observer reports that on one train trip "the train conductor occupied two double seats in the first car for colored passengers. Two ladies who stood by these seats presently sat in them when it appeared that the conductor would not be using them for awhile. A colored man called to them: 'Better get up; the conductor's already moved two women from those seats.' The women relinquished the seats. A Negro man later sat in one of the seats. The conductor came in and said to the Negro man: 'You get outa this seat; you can't sit there!' The passenger moved. Shortly after the conductor had retired from the coach a white man in civilian clothes came in, sat down in one seat and spread his feet across to the other seat. He said the conductor told him to 'hold' the other two seats." Occupation by a white passenger of a seat in the colored coach is unlawful.

21. Curtains are used in dining cars to separate the colored passengers from white passengers in the rest of the car.

Two tables are reserved for colored passengers, unless colored passengers do not present themselves for service, in which case, the entire car is left open (curtain is not drawn) to white passengers. The general policy of dealing with the races in the diner is very largely determined

by the steward-in-charge. A dining car union official told an observer that "the steward interprets the policy as he sees it. Some stewards are liberal and some are very prejudiced." The pulling or pushing back of the curtain to separate colored and white passengers is the sole responsibility of the steward.

The system operates to the disadvantage of the colored passenger. The Negro is sometimes denied service: frequently, he has to wait unduly because his station is occupied by white passengers, and he is not permitted to occupy stations reserved for whites.

VI. Bus Carriers

22. There is usually a great delay in selling tickets to colored passengers since there is only one ticket agent on duty at one colored ticket window, no matter how large the crowd of colored passengers may be awaiting ticket service.

One Negro told observers that he had to wait in line one hour and forty minutes for ticket service. Another Negro who was number twenty-five from the window in the ticket line told an observer that he had already waited in line for 45 minutes. Three, four, five, or six agents serve white passengers. Negroes often miss busses because they are unable to purchase tickets — drivers of busses are not allowed to sell tickets to passengers who board the bus at the Atlanta station.

23. Seating facilities provided for Negroes on inter-city busses are usually inadequate.

An official of the terminal company told an observer that it is the policy of the bus companies using the terminal to reserve the long back seat for colored passengers. Instructions from one of the larger companies defi-

nitely instructs drivers to reserve the long back seat as "minimum space" in which to seat colored passengers. Repeated observations show, however, that in actual practice the long back seat becomes the only space for seating colored passengers, and when more than five or six Negroes are waiting to board a bus, the driver may refuse to transport more than five or six (the number who can "squeeze in" the long back seat), telling the other Negroes to wait for the next regularly scheduled bus. Observers report, however, that drivers often refuse to take colored standers, although white standers are transported. If only one or two Negroes are waiting to board a bus, the driver often fills his bus with white passengers, requiring the Negroes to stand or to wait for the next regularly scheduled bus. Sometimes white passengers stand even though there are empty seats by colored passengers on the long back seat, but at other times white passengers occupy such seats beside colored passengers. If there are empty seats by white passengers, however, in seats other than the long back seat, colored passengers are not allowed to sit there, even though they may have to stand.

24. When there are too many passengers for one bus, a second section is often run.

This second bus is almost invariably of an older and less comfortable model than the first bus. Colored passengers are often transported only on the second bus.

25. White and colored passengers on some busses are separated by a curtain which hangs from the baggage rack to the back of the seats.

The driver is supposed to adjust the curtain to apportion seating space according to the proportion of white and colored passengers riding the bus on each trip. What actually happens, however, is that the curtain

is adjusted at the beginning of a trip but is not usually readjusted when the number of colored passengers increases beyond the number who are provided seats behind the curtain. In one instance, colored passengers had to stand, even though there were six or eight vacant seats in the white section in front of the curtain. The driver is more apt to readjust the curtain if the number of white passengers increases beyond the number who are provided seats in front of the curtain.

VII. Extra-Legal Aspects

26. By law, railroad train conductors and operators of municipal street cars and busses are granted police powers. The result is that the interpretation of "separate but equal" and "usual and ordinary travel" becomes arbitrary with the conductors, operators, and companies themselves. To have a "white policeman" on every train, every street car, and every bus may mean that we have as many laws (for all practical purposes in the exercise of authority) as we have trains, street cars, and busses.

Thus some bus companies and drivers interpret "separate and equal" and "usual and ordinary travel" as meaning that the long back seat of a bus is the only space which must be given to colored passengers. Other drivers interpret it to mean that colored passengers may occupy the long back seat if the number of white passengers riding the bus is not sufficient to require their use of that seat. Some street car operators interpret instructions that colored passengers must leave by the rear door only to mean that <u>in no case</u> may a colored passenger make an exit via the front door, no matter what the circumstances may be. Some operators interpret their police powers to mean that they may order off the car or assault any Negro who protests any action of the operators. Railroad companies interpret "separate but equal" and "usual

and ordinary travel" to mean that colored passengers may be crowded as standers into one coach or part of a coach, or may be sent to the baggage car, while white passengers are provided with an adequate number of coaches; they also interpret the law to mean that colored coaches may be of an older and less comfortable design than those provided for white passengers.

TO FULTON-DeKALB INTERRACIAL COMMITTEE - Mr. Halberstadt

TO COMMITTEE FOR GEORGIA - Miss Fisher

TO N. A. A. C. P. - Mr. Harper

TO METHODIST CHURCH WOMEN'S ORGANIZATIONS - Mrs. Tilly

The members of the Southern Regional Council have directed their officers to bring to your attention the enclosed information on racial separation in the transportation systems of Atlanta.

This information is based upon a study conducted by the Council during the summer and early fall of 1945. The study was designed to explore the ways and means of racial separation and discrimination in Atlanta's transportation system; to show how racial separation works and what people believe about it; and by interpreting its patterns and practices in the community seek to devise therefrom techniques for promoting both the theory and the structure of equality under the law.

It was suggested that the findings of this study be used as the basis for immediate action in this community by agencies interested in improving the general community welfare. For this reason we are bringing it to the attention of the _____. In this connection you may be interested in the
(name of agency)
suggestions for action which were drawn up by a group of Atlanta people who studied the original findings. They said:

> "At the present time, the social temper of the South is such that we must first achieve first steps toward the ultimate goal of equal opportunity for all people in the region. In recognition of this fact, we believe that we may immediately take the following steps of social and legal action:
>
> (a) action designed to actually achieve the equality implicit in the law;
>
> (b) action designed to discourage, and to seek penalties for, extra-legal and administrative discriminatory practices attending racial separation.

"And, since evidence secured in this study seems to indicate that without the repeal or revision of existing laws equal opportunity for all people is not possible, we further suggest:

(c) the establishment of educational programs designed to promote public thought and discussion of the question, 'Can equal opportunity actually be achieved under the 'separate but equal' tradition?'"

We would appreciate having the (name of agency) seriously consider the ways and means by which it can cooperate in effectively acting upon the problems herein specified. And will you be so kind as to let me know what action you contemplate and when? I may say that the SRC will be very glad to interpret the full study to a meeting of your members or any other meeting you may call. We have photographic and other documentary material that will emphasize and support much of the findings.

Sincerely yours,

Enclosures

Laws
Action Memorandum

For years there has been talk of the discrimination which exists against Negroes in Jim Crow transportation in the South, and there has been talk of repeal of such laws and action and talk of action to end the discrimination. Each Southern state has laws on its statute books requiring separation of the races in travel—separate train coaches, separate waiting rooms, separate seats on municipal and inter-city busses. The laws provide, in general, for separate but equal accommodations for each race. Most of these laws were passed soon after the Civil War, and since that time there have grown up many customs and traditions shrouding the whole system of segregation, so that today when any individual or agency wishes to take action to end discrimination in transportation, he is immediately confronted with the question, "What is law in regard to separation, and what is custom?" What laws need to be enforced or repealed in order to end discrimination? What customs need to be weeded out and/or changed? Who is responsible for discrimination—transportation companies or their employees or passengers or state and local officials or the laws themselves — or all these groups? In other words, how do the separation laws work? How does custom operate in regard to separation? What types of situations and incidents arise in connection with the enforcement or lack of enforcement of laws and the operation of custom?

The Southern Regional Council feels that until such questions can be answered, there will be no scientific workable basis for action to end discrimination in Jim Crow travel. Accordingly, in the summer and fall of 1945, the Council undertook a study in Atlanta, Georgia, which was designed to answer such questions about Atlanta's transportation systems. All laws dealing with racial separation in transportation were listed and studied. Interviews were conducted with traction company officials and with city, county, and state officials in order to determine law and company policy. A staff consisting of both white and Negro personnel rode trains and busses running into and out of Atlanta, making detailed

checks of facilities and services provided for white and colored passengers; periodic observations were made in waiting rooms of train and bus stations. Facilities and services located in white waiting rooms were counted and described by white observers, while at the same time Negro observers were making a similar check in colored waiting rooms. Staff members rode municipal street cars and busses, noting method of boarding and leaving carriers, changes in seating pattern, and incidents arising as a result of Jim Crow.

When facilities and services provided for white passengers were compared with those provided for colored passengers, and when practice was compared with law, it was discovered that little, if any, equality exists under the present interpretation, application, and enforcement of the laws and practices regulating separation of races in Atlanta's transportation systems. It was also discovered that much of the discrimination which exists is a result of custom growing up around the systems of separation required by law.

When basic facilities and services are listed without description, there is, in general, equality between white and colored accommodations. That is, each waiting station is equipped with a waiting room for each race, rest rooms, some type of eating facility, ticket, information, and baggage service. Seats are designated as white or colored on trains and busses. But when the listing of facilities and services provided for white and colored passengers is accompanied by a description of each in terms of size, number, type, and service rendered, grave inequalities appear between accommodations furnished white passengers and those furnished colored passengers.

Critical and frequent observations were made at Atlanta's train stations—Terminal and Union, and the Greyhound Bus Terminal.

While the size of the colored waiting rooms at both train stations — unlike at the bus station — was found to be fairly satisfactory in consideration of "usual and ordinary" travel, it was determined that white waiting rooms at these

stations were generally provided with a disproportionate number of some facilities, by comparison; some facilities which were not provided in waiting rooms for colored passengers. Public telephones, newsstands, public lockers, soda and sundry services were some examples of disproportion in facilities; telegraphic substation service was one example at one station of a facility not provided in the colored waiting room. Other disparities were found in facilities and services for the races at the three stations, such as toilet facilities, information service, travelers aid, restaurant. All stations have restaurants for white; only one station has a restaurant for colored, where food is brought across the concourse to colored customers from the kitchen for whites. No special information service is provided for Negroes at the bus station.

Colored passengers at the Terminal Station who wish to purchase tickets must enter a special enclosure for service. Only one agent is usually on duty there. When two informants were asked why this enclosure was constructed, they explained that (white) ticket agents had complained that the odor and the noise from the colored waiting room had interfered with the efficiency of their work.

Official bus company policy is to reserve the long back seat of busses as a minimum amount of space in which to seat colored passengers, but in actual practice, the long back seat often becomes the only space in which Negroes are allowed to sit. If more than the five or six Negroes who may comfortably sit there wish to ride the bus, the driver may require the additional Negroes to stand, or he may refuse to transport them. In many busses, the motor is located at the back of the bus, and the windows at the back are not in working order, so that the long back seat may be unbearably hot. It does not recline, while other seats do. Some busses are equipped with canvas curtains to separate white and colored passengers. Such a practice is required by law in some states.

As a result of separation policies in busses, there may be vacant seats in the white sections while Negroes stand, or vacant seats in the Negro section while white people stand. Bus drivers were observed to be often discourteous and patronizing to Negro passengers.

Georgia law requires that the races must be separated on municipal street cars and busses. The company which owns and operates the Atlanta transportation system conforms to the law by providing that white passengers must seat from the front of the car toward the rear, and colored passengers must seat from the rear of the car toward the front, and signs in the front and rear of the car so direct passengers. There is no rigid demarcation between the races; passengers of each race usually make a seating adjustment among themselves, and this is often a cause of friction. Both races enter the street car or bus by way of the front door, but Company policy requires that Negroes must leave by the rear door only, although white passengers may leave by either door. Negroes must exit through the rear door even in cars filled completely or predominantly with Negroes.

Motormen are invested by state law with police power to protect passengers and to see that separation laws are enforced.

In accordance with city law, cars-for-hire must carry signs designating them "for white only" or "for colored only." The law states that white drivers may drive only white people and colored drivers may drive only colored passengers, but certain city officials have interpreted the law to mean that colored drivers may drive white people, provided they confine themselves exclusively to carrying white passengers and display a sign "for white only." Colored drivers told observers that two or three years ago they had difficulty in getting and retaining permits to drive white passengers because a white cab company objected to their being allowed to drive white people. They were arrested and fined on flimsy charges, and many had licenses revoked.

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PLEASE REFER REPLY TO:

11/9

Dear Ira:

Letter to Dr. Johnson seems O.K.

It occurs to me that one type of action under "a" & "b" would be for SRC to work closely with Negro press, picking up reported "incidents", seeing aggrieved party, pressing civil or criminal law suits. This would make extra-legal acts expensive and tend to have the same effect as Mrs. H's suggestion to advocate increased violations.

Philip S.

TO SPEED DELIVERY OF YOUR MAIL TO US, ADDRESS: 180-196 MARIETTA ST., N. W., ATLANTA 3, GEORGIA
(By Request U. S. Post Office Department)

STUDY OF RACIAL SEGREGATION IN TRANSPORTATION IN ATLANTA

On July first the Southern Regional Council undertook an analysis of racial segregation in the transportation facilities of Atlanta, Georgia. The purpose of this inquiry was to ascertain (1) the "separate but equal" provisions of the state and local laws regulating carriers, (2) how these laws worked, (5) what sanctions were applied to enforce them, and (4) what types of situations and incidents arose in connection with that enforcement of the laws, and the custom of racial separation.

The inquiry covered common carriers — train, bus, and air plane travel into and out of Atlanta, and bus, trolley car, trackless trolley, chartered bus, car-for-hire and taxicab transportation in Atlanta and environs. It also covered the facilities servicing these systems of transportation and the services involved therein. Because elevators were covered by certain local codes regulating carriers these, too, were included in the inquiry.

The methods of this inquiry were simple and direct. They included the participation of investigators in travel situations, riding carriers in and out of the city; observation of travel conditions at various points and under varying conditions; interviews with travellers, officials, and service employees of the carriers; interviews with administrative officials of the state, county, and city governments with respect to interpretations and applications of the laws; observations of procedures in the local courts where discrimination cases are heard; and, photographing scenes and situations indicating pertinent aspects of the "separate but equal" provisions at work.

A brief summary of the over-all findings will give some idea of their preliminary nature:

1. Segregation in transportation cannot be considered apart from all other forms of racial segregation in Atlanta. It is directly related to the social activity of the community.

2. The untoward or unsocial incidents and situations discovered in the course of this inquiry arise as much out of legal proscriptions as out of the diverse methods used in interpreting or enforcing these proscriptions.

3. Many of the separation and discrimination practices of the region are extra-legal rather than legal. Though they may not be supported by law, they frequently receive judicial and administrative support; thereby aggravating racial relations in the community and prostituting the law.

4. In no situation into which inquiry has been made does the "separate" convenience indicate any "equal" facility. In some instances the laws per se make improbable, if not impossible, the development of equal facilities.

5. Several new segregation laws and ordinances have been enacted in Atlanta since 1940.

6. There is evidence of a "vested interest" in racial separation indicated by the data collected in Atlanta and environs. The consummated rights involved herein are not restricted to either white or colored peoples.

7. Only one carrier has made any obvious effort to solicit passenger cooperation in making effective the legal separation required.

8. There is evidence that the separation in transportation in Atlanta is far from salutary and that the responsibility for that condition cannot be placed entirely upon the law.

The full result of this inquiry cannot be told at this meeting. Since, however, the question of racial segregation is an issue to be faced by the Executive Board and the membership of the SRC, the Executive Committee should decide two questions. FIRST: Should these facts be presented to the Board? If so, for what purpose? SECOND: What recommendations for further research or action does the Executive Committee propose?

Dr. Charles S. Johnson, Chairman
Executive Committee
Southern Regional Council, Inc.

Dear Dr. Johnson:

The committee which you named to discuss the SRC's study of racial separation in transportation in Atlanta and to make suggestions thereon submits the following report:

The purpose of this study of racial separation in transportation was to explore the ways and means of racial separation and discrimination in Atlanta's transportation systems; to show how racial separation works and what people believe about it; and, by interpreting its patterns and practices in the community, seek to devise therefrom techniques for promoting both the theory and the structure of equality under the law.

The evidence we have examined in this study reveals that little if any equality exists under the present interpretation, application, and enforcement of the laws and practices regulating the separation of races in Atlanta's transportation systems.

At the present time, the social temper of the South is such that we must recognize first steps rather than ultimate goals in the achievement of equal opportunity for all people in the region. In recognition of this fact, we believe that we may immediately take the following types of social and legal action:

(a) action designed to actually achieve the equality implicit in the law;
(b) action designed to discourage, and to seek penalties for, extralegal and administrative discriminatory practices attending racial separation.

And, since evidence secured in this study seems to indicate that without the repeal or revision of existing laws equal opportunity for all people is not possible, we further suggest

(c) the establishment of educational programs designed to promote public thought and discussion of the question,"Can equal opportunity actually be achieved under the 'separate but equal' tradition?"

It is suggested that the above recommendations on the Atlanta transportation study be used as the basis for immediate action in this community in concert with other agencies, if possible, and if this is not possible, by the SRC acting alone.

It is suggested that a full and complete analysis of conflict and undemocratic situations arising under the separate but equal laws of Atlanta be undertaken by the Southern Regional Council. It is our opinion that the next fields of analysis should be those of health and law enforcement and observance.

It is suggested that as these studies are made, and, whenever there is sufficient material to warrant and justify action, that the Council initiate such action forthwith by going to the authorities, agencies, or institutions involved, presenting the material and urging corrective action. In making these presentations the Council should enlist the support and cooperation of other agencies, such as the Chamber of Commerce, churches, and civic groups.

It is suggested that a number of copies of the full report of Racial Separation in Transportation be kept available for study and analysis at the SRC offices, and that a digest of this report be prepared for distribution to the SRC membership.

It is our belief that this method of social analysis, followed by the social education and action which the problems discovered might suggest, should be used immediately in as many communities as possible throughout the South.

It is suggested that the Executive Committee might act to organize and finance further studies in this field in Atlanta and the South, and that action on this section of the report should be instituted not later than January, 1946.

Respectfully submitted,

John A. Griffin
Mrs. Grace T. Hamilton
Mrs. E. G. Mackay
Benjamin E. Mays
Philip Shulhafer
Guy B. Johnson
Ira De A. Reid

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RACIAL SEPARATION IN TRANSPORTATION STUDY

The Study of Racial Separation in Transportation has been presented at the annual meetings of the Georgia Committee on Interracial Cooperation, to the Augusta Interracial Committee, to the Georgia Council of Church Women, and to the Jurisdiction Committee on Christian Social Relations of the Methodist Church.

A committee of the Fulton-DeKalb Interracial Committee has been formed here in Atlanta and is appointing sub-committees to formulate action on the various sections of the study.

(a) Health aspects of the Study. A sub-committee will take the pictures showing the conditions of the restrooms at the bus and Terminal stations to the city health authorities.

(b) Public relations aspects of the Study. A sub-committee has been twice to see Mr. Mitchell of the Georgia Power Company about the handling of passengers on busses and street cars within metropolitan Atlanta. Two members of the Georgia Power Company staff appeared before the Fulton-DeKalb Interracial Committee and listened to the facts presented to them. They agreed to work with the Committee in the elimination of the trouble.

A sub-committee has been to see the solicitor about the impossibility of getting any conviction of drivers of the busses and street cars for rough handling of passengers. The committee is preparing facts to present to the Grand Jury.

The Study is to be integrated into the course of study which all Southern church women will make this summer on Christians and Race. It will be featured at the summer assemblies of church women this year.

Estimated Armed Forces, Civilian Population, July, 1945

Estimated No. Persons in Labor Force And Their Dependent Wives and Children under age 18, by State, March, 1940, and Estimated Civilian Population, Population under 18 years of Age and 65 years and over, By State, for Specified Period.

(in thousands)

(1) Area	(2) Total (cols 3 & 4)	(3) Persons in labor force	Dependent wives and children of men in labor force (4) Total	(5) Wives	(6) Children under 18	(7) Ratio Column 2 to Column 3	(8) (in thousands) Estimated civilian population, Nov 1, 1942
U. S.	110,516	52,789	57,727	23,008	34,719	2.1	127,308
Ala.	2,434	1,017	1,417	462	955	2.4	2,718
Ariz	421	180	240	80	160	2.3	56[illegible]
Ark	1,651	679	972	338	634	2.4	1,734
Calif.	5,623	2,948	2,675	1,233	1,442	1.9	7,882
Colo.	914	421	492	192	300	2.2	1,067
Conn	1,459	770	689	298	391	1.9	1,748
Del.	222	114	108	46	62	1.9	274
D.C.	570	344	226	108	118	1.7	817
Fla.	1,576	787	789	317	471	2.0	2,012
Ga.	2,730	1,226	1,504	511	993	2.2	2,977
Idaho	447	191	256	93	163	2.3	4[illegible]
Ill	6,674	3,361	3,313	1,482	1,831	2.0	7,564
Ind	2,878	1,331	1,546	665	882	2.2	3,3[illegible]
Iowa	2,091	958	1,133	471	662	2.2	2,2[illegible]
Kans	1,480	670	811	339	472	2.2	1,679
Ky	2,361	999	1,362	477	885	2.4	2,549
La.	1,993	884	1,109	391	718	2.3	2,3[illegible]
Me	695	330	365	140	225	2.1	78[illegible]
Md.	1,515	767	748	307	440	2.0	1,9[illegible]

Estimated Population under 18 years, Nov. 1, 1943 [2]	Estimated population 65 years and over, April 1, 1944 [2]
41,440	9,890
1,115	150
223	27
688	118
2,070	666
353	93
492	141
81	22
194	46
649	142
1,162	190
174	35
2,160	630
1,062	302
925	238
636	165
998	198
884	128
268	81
617	132
191	29

Mich.	4,541	2,126	2,415	999	1,416	2.1	3,37[illegible]
Minn	2,319	1,100	1,218	480	738	2.1	2,52[illegible]
Miss	1,926	808	1,117	366	751	2.4	1,9[illegible]
Mo	3,183	1,521	1,662	716	946	2.1	3,3[illegible]
Mont	475	225	250	97	153	2.1	470
Nebr	1,099	501	598	241	357	2.2	1,1[illegible]
Nev.	94	48	46	19	26	2.0	121
N.H.	407	207	200	82	117	2.0	453
N.J.	3,549	1,857	1,692	744	948	1.9	4,080
N.Mex	457	178	279	85	194	2.6	490
N.Y.	11,229	5,962	5,267	2,344	2,924	1.9	12,443
N.C.	3,105	1,334	1,771	558	1,213	2.3	3,347
N.Dak	546	236	310	104	206	2.3	537
Ohio	5,771	2,766	3,005	1,306	1,699	2.1	6,828
Okla	1,902	805	1,098	400	698	2.4	1,988
Oreg	906	53	453	204	249	2.0	1,172
Pa.	8,193	3,986	4,207	1,665	2,541	2.1	9,278
R.I.	609	322	287	118	169	1.9	695
S.C.	1,692	731	961	291	670	2.3	1,790
S.D.	544	240	304	111	193	2.3	545
Tenn	2,439	1,072	1,367	490	877	2.3	2,818
Tex	5,465	2,455	3,010	1,135	1,875	2.2	6,260
Utah	458	181	277	93	184	2.5	584
Vt.	295	141	153	59	94	2.1	316
Va.	2,249	1,031	1,217	429	789	2.2	2,770
Wash.	1,424	717	708	315	392	2.0	1,905
W.Va.	1,542	635	907	302	605	2.4	1,732
Wis.	2,629	1,228	1,401	565	836	2.1	2,945
Wyo.	218	100	118	45	73	2.2	236

1. Estimated by Bureau of Census
2. Estimated by Social Security Board

1,744	358
811	235
828	122
1,076	345
156	41
386	116
38	9
140	49
1,152	320
215	25
3,410	1,030
1,384	172
203	40
2,056	585
755	155
327	110
2,985	750
208	60
171	89
195	46
1,061	184
2,270	380
234	35
106	34
1,028	170
524	170
706	110
948	259
82	13

SECURITY *for* CHILDREN *through* INSURANCE

When children are left with no one to support them, how are they to be kept from want? How can the family give them the kind of home and the kind of care all children need?

These questions are important to every family. They are equally important to the Nation. Today's children are tomorrow's citizens. The whole country has a stake in their security. Through the Social Security Act the government helps families to protect their own children.

Two parts of this national law provide for children who are dependent. Both plans give a regular cash income so that these children can be cared for by their own families. But they differ in the way they operate and the way they provide protection.

One is an *insurance plan*—old-age and survivors insurance. Through this insurance for wage earners and their families, insured workers build up an income for the time when death or old age may cut off their earnings. Qualified men, women, and children receive insurance payments as a right, regardless of whether they are in need. This is a Federal plan and is the same in all parts of the country.

The other is an *assistance plan*—aid for dependent children who are in need. This program helps families with children who have been left dependent under conditions not covered by the insurance plan or whose insurance benefits are not sufficient for their needs. This aid is provided by the States, with the help of Federal funds.

Monthly payments for young children of insured workers are provided by the old-age and survivors insurance plan. This system makes it possible for wage earners to build up advance protection for themselves and their families. This insurance is based on the worker's wages in jobs under the plan since January 1, 1937, when the system started.

Children may get benefits (1) if the parent dies; or (2) if the parent draws old-age benefits. Each child's benefits may continue as long as he is under 16, or 18 if still in school.

Survivors payments for children: When an insured worker dies, whatever his age, monthly payments may go to his children and to his widow with such children in her care. The widow's benefit continues until the youngest child reaches 18. If a mother, who is herself an insured wage earner, dies, the children may receive benefits just as in the case of a father's death.

Workers who meet the requirements given on page 3 qualify for this protection for their families. However, a man not yet qualified for retirement benefits might qualify for this family protection in case of his death, if he had been paid $50 or more in wages in each of 6 of the 12 quarter years just before he died.

Payments to children of retired workers: When an insured wage earner reaches 65 and stops work,

benefits are payable to the worker himself, his wife after 65, and his young children.

To qualify for benefits, he must have earned a certain amount of wages in jobs under the program. In general, the requirements are: For workers who were 65 before July 1, 1940, wages of at least $50 in each of 6 quarter years; for those who become 65 in the second half of 1940, 7 quarter years. This increase continues—1 more quarter year for each half year; but once a worker has 40 quarters with such wages, he is permanently insured even if he never again comes under the system.

The amount of the payments to a wage earner's dependents is based on his benefit rate—a widow's payment equals three-fourths and each child's one-half. There is a limit to what a family may get on one worker's account. The total may not be more than 80 percent of his average wage, twice his own benefit, or $85, whichever is least.

The Social Security Board is the Federal agency in charge of this system. For each insured worker, the Board keeps a separate wage record to determine what benefits may be due him and his family. Workers and their employers pay for this insurance. The tax for each is now one cent on every dollar of wages. This money goes into the Old-Age and Survivors Insurance Trust Fund under the United States Treasury from which benefits are paid.

for CHILDREN *through* ASSISTANCE

Aid to dependent children is for children who are left in need because the breadwinner has died, or is ill and cannot work, or is absent from home. Monthly allowances paid under this plan depend on the child's need at the time during which aid is given. These allowances are paid to the mother or father or some other relative who is taking care of the child. In deciding whether a family shall receive aid for dependent children and how much it shall get, any other income or resources it may have are taken into account. Nearly all the States are taking part in this plan under the Social Security Act.

The State—not the Federal Government—decides what families shall get this aid and how much will be paid to each. The Federal Government shares the cost as long as the State plan follows the general pattern outlined in the Social Security Act. To get this assistance, certain requirements set by the State must be met. These differ somewhat from one State to another. But every State has a standard as to what it considers "need," and each makes certain requirements as to the reasons for the child's dependency and the relatives with whom he may live. No State requires that the child or his mother must have lived in the State more than 1 year. All of them provide aid up to the age of 16 and in some the age limit is higher.

The Federal Government shares the cost of this aid until the child reaches 16 or 18 if he is still in

school. It pays half of whatever monthly allowance the State provides up to $18 a month for the first child and $12 for each other child in the same home. The State may, of course, pay more than this just as it may also pay less.

A child who is receiving monthly benefits under the Federal old-age and survivors insurance program might also get aid to dependent children from the State; but this aid would be given only if the child was still in need according to the State's standards and was otherwise eligible for aid under the State law.

To inquire about Federal old-age and survivors insurance, go to the nearest field office of the Social Security Board, or write to the Board in Washington, D. C.

To inquire about aid to dependent children, go to the nearest local public welfare office or write to the State public welfare agency in the capital city of the State.

This pamphlet is issued for the purpose of general information. It does not have the effect of law, regulation, or ruling.

SOCIAL SECURITY BOARD
FEDERAL SECURITY AGENCY

I. S. C. 41 July 1940

U. S. GOVERNMENT PRINTING OFFICE 16—17343

SECURITY *for* CHILDREN

TWO PLANS
under the
Social Security Act

Industrial Distribution of Employed Labor Force (Excluding Gov't), 1940 By States

51

State	Percent of Employed Labor Force (excluding gov't): Agriculture, Forestry and Fisheries	Manufacturing mining and construction	Distribution and Service, excl. domestic service[1]	Domestic Service
Continental U.S.	19.8	31.7	43.0	5.5
"High Income" States[2]	8.6	38.6	48.1	4.7
Calif.	11.6	26.2	57.5	4.7
N.Y.	4.6	34.5	55.3	5.6
Wash.	15.7	30.9	49.9	3.5
Conn.	4.2	51.0	39.5	5.3
Del.	14.8	38.2	39.2	7.8
N.J.	3.4	44.3	47.5	4.8
Nev.	16.6	29.2	51.8	2.4
Ill.	10.4	36.1	49.7	3.8
Mich	12.4	45.2	38.7	3.7
Oreg.	19.9	28.5	48.0	3.6
Mass.	2.9	44.0	48.3	4.8
R.I.	2.3	53.9	39.7	4.1
Ohio	11.5	41.0	43.1	4.4
D.C.	.3	19.5	67.5	12.7
Md.	11.5	35.5	45.7	7.3
Pa.	6.3	46.8	42.2	4.7
Ind.	18.7	37.2	40.4	3.7
"Low Income" States[2]	33.7	23.2	36.8	6.3
Mont.	34.3	20.7	42.5	2.5
Wisc.	27.1	30.7	38.4	3.8
Kan.	33.3	16.9	45.9	3.9
Me.	15.1	39.8	38.9	6.2

Source: Survey of Current Business, Aug., 1944; Chas. F. Schwartz, "State Income Payments in 1944," p. 10-19, Publication by U.S. Dept. of Commerce, Bureau of Foreign and Domestic Commerce.

Table 3. Source of Income

Wyo.	32.8	19.3	45.2	2.7
Neb.	39.4	11.5	45.3	3.8
Utah	20.7	24.7	52.4	2.2
Mo.	24.7	25.3	45.4	4.6
Iowa	37.5	17.2	41.4	3.9
Colo.	22.7	21.3	52.0	4.0
Idaho	39.1	17.6	40.8	2.5
Ut.	26.3	29.4	37.1	7.2
Minn.	31.9	18.2	45.7	4.2
N.D.	56.1	5.3	34.9	3.7
Fla.	20.1 L	19.6	48.9	11.4 —
Tex.	31.4 L	18.8	42.6	7.2 —
N.H.	9.6	47.3	37.4	5.7
Va.	26.8 L	30.5	35.1	7.6 —
Ariz.	23.2	24.3	47.7	4.8
S.D.	50.7	7.4	36.7	3.2
Okla.	35.1 L	18.1	42.0	4.8 —
W.Va.	16.0	45.2	34.2	4.6
La.	34.6 L	20.1	36.1	9.2 —
Tenn.	34.5 L	25.3	32.9	7.3 —
N.Mex.	34.3	19.9	41.4	4.4
Ga.	36.8 L	23.7	29.2	10.3 —
N.C.	35.1 L	32.2	25.7	7.0 —
Ky.	38.2 L	24.3	32.5	5.0 —
Ala.	41.3 L	24.9	25.4	8.4 —
S.C.	41.0 L	27.4	22.9	8.7 —
Ark.	53.5 L	14.3	26.8	5.4 —
Miss.	59.6 L	13.1	20.1	7.2 —

1 Include trade, transportation, public utilities, finance, & service (except domestic)

2 A state is classified as "high income" or "low income" according to whether its per capita income of civilians in 1944 was more or less than the nat'l avg. States are ranked by size of pay per capita civilian income

No. recipients ADC, per 1,000 population under age 18, June, 1945:

U.S. avg - 15.5

South - 15.8

Rest of U.S - 15.3

Int Report
401

Percentage and Number of Registrants Deferred Because of Educational Deficiency, May 15, 1941 – Sept 15, 1941

State	Total	White	% of White Classified (since May 1941)	Negro	% of Negro Classified
Continental U.S.	143,467	60,001	1.1	83,466	12.3
Ala.	6,891	1,820	1.5	5,071	8.7
Ark.	6,865	2,561	3.0	4,304	15.3
Fla.	5,561	795	1.4	4,766	17.4
Ga.	18,852	4,451	3.2	14,401	19.9
Ky.	6,938	6,335	4.4	603	5.4
La.	15,763	4,427	4.5	11,336	21.5
Miss.	6,892	707	1.9	6,185	15.4
N.C.	12,745	3,881	2.6	8,864	15.8
Okla.	1,820	1,485	1.5	335	3.7
S.C.	13,528	2,235	3.1	11,293	21.4
Tenn.	6,507	4,192	3.7	2,315	9.4
Tex.	11,986	8,574	2.7	3,412	6.5
Va.	9,829	3,873	3.4	5,956	16.2
Total South	124,177	45,336		78,841	
Rest of U.S.	19,290	14,665		4,625	

143,467 is 2.4 % of total registrants (6,038,655) classified since May 14 – nation

Of total no. of people deferred because of educational deficiency (143,467), 124,177, or 86.5 were in the South.

Of the 143,467 deferred, 41.8 were white, and 58.2% were negro

Of the 124,177 deferred in the South, 78,841, or 63.5 %, were Negro, and 36.5 % were white.

Total Number Selective Service Registrants,
By states, May 15, 1941 to Sept. 15, 1941
(approximate)

	White	Negro	Total
Ala.	238,593.75	125,396.73	363,991 365,571.43
Ark.	182,500.00	63,945.73	246,446 247,429.40
Fla.	185,500.00	86,937.50	272,437 267,080.00
Ga.	271,590.90	150,889.83	422,479 420,884.95
Ky.	324,500.00	28,414.63	352,915 346,051.28
La.	207,488.37	117,994.50	325,482 326,956.98
Miss.	143,250.00	135,753.96	279,003 276,963.76
N.C.	342,942.86	135,732.13	478,675 476,794.52
Okla.	274,000.00	21,666.66	295,666 290,571.42
S.C.	145,075.00	107,586.71	252,661 253,326.08
Tenn.	318,951.21	72,140.18	391,091 392,377.39
Tex.	723,705.88	134,020.40	857,725 857,727.27
Va.	270,666.66	95,897.43	366,563 367,789.31
Total South	3,628,765	1,276,376	4,889,524
Nation	15,873,250	1,850,433	17,351,900
Rest of Nation	12,244,485	723,685 574,057	12,462,376

Of 4,889,524 registrants in South, 318,804, or 6.5% signed with an "x"

of 12,462,376 regis. in rest of U.S, 28,234, or 0.23 signed with an "x"

of 3,628,765 white registrants in South, 106,039, or 2.9% signed with an "x"

of 12,244,485 white regis. in rest of U.S, 20,947, or 0.17 signed with an "x"

over

of 1,276,376 Negro registrants in South,
212,765, or 16.7% signed with an "X"

of 574,057 Negro regis. in rest of U.S.,
7,287. or 1.3% signed with an "X"

Jan – Dec, 1943

	Primary	Wife's	Child's	Widow's	Widow's Current	Parents
Ala	21.23	11.34	10.02	17.09	16.54	11.79
Ark	19.48	9.97	9.55	16.47	15.79	12.60
Fla	22.24	12.51	10.65	19.40	16.96	11.78
Ga	20.67	10.88	9.68	18.27	16.26	11.15
Ky	22.07	11.11	10.98	18.78	17.24	12.21
La	21.79	11.56	10.73	19.07	17.78	11.05
Miss	19.54	10.32	8.77	17.27	14.50	12.41
N.C.	20.20	10.58	10.00	16.80	16.16	10.07
Okla	23.17	12.34	11.60	19.77	18.82	14.09
S.C.	20.45	10.71	9.59	18.43	15.07	11.00
Tenn	20.98	10.18	10.41	17.46	16.40	11.83
Tex	22.56	11.54	11.46	19.19	18.51	12.49
Va.	22.01	11.57	10.83	19.40	17.59	12.63
Avg.	24.50	12.83	12.49	20.11	19.92	13.34

Average Amount of Monthly Benefits in Old Age and Survivors Insurance Awarded, By Type of Benefit and by State, January-December, 1943

(underlined figures represent data for less than 20 awards)

State	Primary	Wife's	Child's	Widow's	Widow's Current	Parents
Total	$24.50	$12.83	$12.49	$20.11	$19.92	$13.34
Conn	26.40	13.76	14.01	21.43	21.68	13.73
Maine	22.01	11.86	11.42	18.83	18.52	12.55
Mass	25.26	13.36	13.45	20.96	20.81	14.65
N.H.	22.32	12.02	12.37	18.34	18.53	11.83
R.I.	25.10	13.22	13.04	20.27	20.32	13.02
Vt.	22.50	11.65	11.33	18.98	18.71	13.17
Del	24.22	13.48	13.30	19.17	21.56	13.90
N.J.	26.15	13.64	13.77	20.97	21.62	14.49
N.Y.	24.84	13.02	13.55	20.18	21.34	13.95
Pa.	25.03	13.02	13.19	20.08	20.43	13.02
D.C.	24.66	13.21	12.73	20.15	20.73	14.61
Md.	23.19	12.43	12.54	19.75	20.18	12.13
N.C.	20.20	10.58	10.00	16.80	16.16	10.07
Va.	22.01	11.57	10.83	19.40	17.59	12.63
W. Va.	23.62	11.99	12.15	19.25	18.93	12.31
Ky	22.07	11.11	10.98	18.78	17.24	12.21
Mich	26.05	13.67	13.99	20.81	21.82	14.95
Ohio	25.82	13.32	13.19	20.71	20.84	13.71
Ill	25.69	13.36	13.59	20.57	21.45	14.27
Ind	24.02	12.53	12.82	19.52	20.13	12.54
Wisc	24.89	12.60	12.91	20.13	20.51	12.31
Ala	21.23	11.34	10.02	17.09	16.54	11.79
Fla.	22.24	12.51	10.65	19.40	16.96	11.78
Ga.	20.67	10.88	9.68	18.27	16.26	11.15

Miss	19.54	10.32	8.79	17.27	14.50	12.41
S C	20.45	10.71	9.59	18.43	15.07	11.00
Tenn	20.98	10.18	10.41	17.46	16.40	11.83
Iowa	22.60	11.76	11.85	18.97	18.72	12.52
Minn	25.06	12.84	12.73	20.70	20.17	13.15
Neb.	22.61	11.19	11.42	19.65	18.38	11.56
N.D.	22.47	10.99	11.50	19.65	17.96	13.00
S.D.	24.44	13.52	12.48	20.73	19.14	17.19
Ark.	19.48	9.97	9.52	16.47	15.79	12.60
Kan	22.27	11.69	11.61	18.24	18.31	11.19
Mo	23.89	12.40	12.14	19.69	19.56	13.79
Okla	23.17	12.34	11.60	19.77	18.82	14.09
La	21.79	11.56	10.73	19.07	17.28	11.05
N. Mex	22.10	12.36	11.58	21.23	18.79	0
Tex	22.56	11.54	11.46	19.19	18.51	12.49
Colo	24.51	12.60	12.55	20.66	19.52	14.90
Idaho	21.62	11.55	11.58	23.34	17.98	14.71
Mont	23.67	12.64	13.11	20.26	20.73	11.70
Utah	25.31	12.65	13.08	20.94	20.60	0
Wyo.	23.88	13.63	12.57	19.09	19.64	13.98
Ariz.	24.60	12.42	12.23	22.12	19.33	13.72
Calif	25.32	13.49	13.27	20.54	20.83	14.42
Nev	24.74	12.52	13.12	18.06	19.42	14.67
Ore.	24.05	12.21	12.64	18.93	19.96	11.90
Wash	25.57	13.32	12.23	20.19	20.78	13.83
Alaska	26.64	14.45	11.24	20.39	18.88	0
Hawaii	20.65	12.43	11.00	18.07	17.81	0

[1] Distribution based on residence of claimant at time claim was filed.

Bulletin, March, 1955, v. 8, no. 3, "Old Age and Survivors Insurance", p. 29-31

"A comparison of the average benefits awarded during 1943 shows that, although the benefit formula holds benefits at a lower level in sections of the country where the prevailing wage rates are lower and at a higher level in areas where wage rates are higher, the variation in average benefits is not very great, since the increase in the amount of the primary benefit because of higher average monthly wages is very small for average monthly wages over $50.

Income Payments, Per Capita, By States, and Percentage Distribution, 1943, 1944

State	Per capita income payments to all individuals 1943	Per capita income payments to all individuals 1944	Per capita income payments to civilian population 1944	Percentage distribution, total income payments 1943	Percentage distribution, total income payments 1944
Continental U.S.	1,037	1,117	1,082	100.00	100.00
New England	1,210	1,284	1,248	7.31	7.18
Conn	1,479	1,509	1,477	1.89	1.81
Me.	1,038	1,059	1,022	.61	.57
Mass	1,198	1,299	1,259	3.67	3.65
N.H.	809	882	837	.27	.27
R.I.	1,218	1,279	1,257	.66	.67
Vt.	875	981	939	.21	.21
Middle East	1,212	1,333	1,292	27.68	28.09
Del.	1,324	1,405	1,381	.27	.27
D.C.	1,287	1,333	1,245	1.05	1.02
Md.	1,211	1,231	1,213	1.72	1.67
N.J.	1,288	1,402	1,367	3.83	3.84
N.Y.	1,354	1,519	1,482	12.64	13.06
Pa.	1,069	1,171	1,125	7.29	7.31
W. Va.	698	790	735	.88	.92
Southeast	652	722	663	13.74	14.06
Ala.	601	655	597	1.25	1.25
Ark.	516	601	532	.70	.72
Fla.	872	929	883	1.49	1.49
Ga.	651	714	652	1.51	1.55
Ky	610	682	633	1.20	1.21
La.	718	768	714	1.32	1.31
Miss.	480	528	459	.77	.78
N.C.	607	689	640	1.59	1.64
S.C.	572	634	566	.80	.82
Tenn.	658	764	706	1.40	1.48
Va.	823	880	833	1.71	1.81

Southwest	805	867	821	6.00	5.92
Ariz.	853	859	826	.42	.37
N Mex	680	741	669	.26	.27
Okla.	724	846	786	1.13	1.18
Tex.	835	884	844	4.19	4.10
Central	1,120	1,192	1,154	28.29	27.99
Ill.	1,213	1,309	1,277	6.72	6.84
Ind.	1,097	1,144	1,102	2.69	2.64
Iowa	1,007	996	951	1.68	1.53
Mich.	1,259	1,307	1,272	4.92	4.79
Minn.	913	955	917	1.69	1.62
Mo.	902	991	947	2.44	2.40
Ohio	1,206	1,298	1,252	5.98	5.99
Wisc.	999	1,084	1,059	2.17	2.18
Northwest	979	996	964	5.05	4.76
Colo.	968	960	937	.81	.74
Idaho	950	987	940	.34	.35
Kan.	1,016	1,052	1,025	1.30	1.26
Mont.	1,029	1,105	1,063	.36	.35
Neb.	980	995	960	.87	.82
N.D.	928	949	914	.36	.34
S.D.	867	850	821	.36	.32
Utah	1,032	998	956	.47	.41
Wyo.	953	992	983	.18	.17
Far West	1,394	1,459	1,467	11.93	12.00
Calif.	1,421	1,480	1,496	8.67	8.75
Nev.	1,420	1,256	1,293	.15	.13
Ore.	1,241	1,295	1,265	1.10	1.06
Wash.	1,372	1,483	1,484	2.01	2.06

Table 2, 8.13 – columns 1, 2, 3.
Table 1, 8.11. " 4, 5.

(over)

1 Per capita income payments are derived by division of total income payments by total population excluding armed forces and civilians outside the continental U.S.
In 5 states, however, income was transferred from the state of the recipient's employment to the state of residence before computation of per capita income. These states are N.Y., N.J., D.C., Md., Va.

2. Exclude recipient outside U.S. Data prior 1944 exclude mustering out payments, family allowance payments, and allotments of pay by military personnel to individuals.

Aid To The Blind, August, 1944

Area	Average Payment	Recipients per 100,000 civilian population*	Number of Recipients
U.S.	$29.02	57	
1 California	47.53	74	5,825
2 Arizona	44.54	70	406
3 Nevada	43.48	21	27
4 Oregon	42.59	32	372
5 Massachusetts	41.44	23	935
6 Utah	39.99	23	134
7 Washington	38.82	34	642
8 New York	36.74	23	2,885
9 D.C.	36.17	29	229
10 Colorado	36.02	48	506
11 Wyoming	35.85	52	122
12 Connecticut	35.25	10	165
13 Minnesota	34.84	37	948
14 Michigan	33.35	24	1,260
15 Illinois	32.21	68	5,163
16 Iowa	32.15	59	1,343
17 Idaho	32.14	47	220
18 Indiana	30.48	66	2,211
19 North Dakota	30.46	23	120
20 Montana	30.44	66	314
21 New Jersey	30.30	13	548
22 Kansas	29.87	67	1,113
23 Pennsylvania	29.81	139	12,913
24 Maryland	29.26	23	448
25 Florida	29.18	115	2,304
26 New Mexico	29.17	54	265
27 Oklahoma	29.12	96	1,887

Aid to Blind

Area	Average Payment	Recipients per 100,000 civilian Population	Number of Recipients
28 Rhode Island	28.99	13	89
29 Vermont	28.51	50	159
30 Maine	28.38	110	856
31 New Hampshire	28.15	59	270
32 Wisconsin	28.09	51	1,494
33 Ohio	25.88	47	3,139
34 Missouri	25.67	84	3,000
35 Louisiana	25.64	63	1,439
36 Nebraska	25.25	45	515
37 Texas	24.15	74	4,588
38 Hawaii	22.70		63
39 W. Virginia	22.67	47	820
40 South Dakota	21.52	40	216
41 Tennessee	20.32	55	1,535
42 Arkansas	19.53	70	1,214
43 South Carolina	18.79	49	871
44 Alabama	16.85	26	729
45 Virginia	16.65	35	963
46 North Carolina	16.64	68	2,278
47 Mississippi	16.28	68	1,385
48 Georgia	13.91	70	2,136
49 Kentucky	12.95	62	1,610

*July, 1944

Old Age Assistance, Aug. 1944

State	Average payment	Amount of payment	Recipients in continental U.S. per 1,000 population 65 yrs. and over ★	Number of recipients
U.S.	$ 27.88	$	210	
1 Calif.	47.23	7,448,824	237	157,716
2 Colo.	41.24	1,683,686	416	40,830
3 Mass	40.04	3,033,832	193	75,772
4 Ariz.	38.44	366,486	353	9,535
5 Nev.	38.14	75,051	228	1,968
6 Wash.	37.74	2,262,133	353	59,932
7 Utah	36.86	485,521	377	13,171
8 Conn	34.52	490,298	101	14,204
9 Oreg.	34.11	667,649	177	19,572
10 N.Y.	33.06	3,550,142	105	107,372
11 Alaska	32.33	44,746		1,384
12 N. Mex.	32.22	173,750	215	5,392
13 Wyo.	32.15	103,084	242	3,206
14 R.I.	31.87	229,174	120	7,190
15 D.C.	31.20	83,525	59	2,677
16 Ill.	30.99	3,903,419	202	125,948
17 N. Dak.	30.67	270,481	221	8,819
18 Idaho	30.52	301,410	283	9,876
19 Mich.	29.43	2,506,750	239	85,189
20 Mont.	29.31	322,744	271	11,011
21 N.J.	29.08	729,090	79	25,071
22 Iowa	29.02	1,477,829	215	50,928
23 Ohio	28.80	3,566,955	212	123,858
24 Pa.	28.70	2,433,861	113	84,790
25 Minn	28.67	1,632,686	243	56,954
26 Fla.	28.21	1,093,640	272	38,768
27 N.H.	27.76	182,987	155	6,592
28 Wisc.	27.72	1,299,123	182	46,866

× July, 1944

Old Age Assistance

State	Average Payment	Amount of Payment	Recipients in continental U.S. per 1,000 population 65 yrs & over	Number of Recipients
29 Kans.	27.68	787,193	173	28,439
30 Maine	27.67	416,984	187	15,068
31 Okla.	26.49	2,037,099	496	76,906
32 Nebr.	26.29	656,481	216	24,968
33 Md.	26.13	318,923	93	12,206
34 Ind.	24.33	1,417,431	194	58,266
35 S. Dak.	23.81	310,301	284	13,034
36 Mo.	22.33	2,295,960	299	102,837
37 La.	21.97	802,548	286	36,524
38 Texas	21.62	3,683,462	452	170,334
39 Vt.	20.59	107,444	154	5,217
40 Hawaii	20.28	29,826		1,471
41 W. Va.	18.05	332,722	168	18,429
42 Ark.	17.14	470,062	231	27,425
43 Tenn.	16.55	633,274	208	38,256
44 Ala.	16.33	486,319	197	29,773
45 Del.	14.69	21,843	68	1,487
46 Miss.	14.56	387,995	212	26,644
47 S. C.	13.76	292,780	238	21,280
48 Va.	12.74	203,956	95	16,012
49 N.C.	11.33	377,360	195	33,312
50 Ky.	11.16	603,350	273	54,068
51 Ga.	11.03	758,418	405	68,774

Population and Public Assistance Payments in the Continental U.S., Percentage Distribution, By State, 1944

State (ranked according to 1943 per capita income)	Percentage Distribution			
	Population[1]	All Public Assistance	Special Types of Public Assistance	General Assistance
Total	100.0	100.0	100.0	100.0
Conn	1.4	.9	.9	1.1
Calif	6.2	11.0	11.6	5.1
Nev	.1	.1	.1	.1
Wash	1.5	3.6	3.6	3.2
Del	.2	.1	.1	.1
NY	9.8	9.0	7.2	26.0
DC	.6	.2	.2	.4
RI	.5	.5	.4	.8
NJ	3.2	1.4	1.3	2.3
Mich	4.2	4.6	4.7	4.2
Ore.	.9	1.1	1.0	1.5
Ill	5.9	7.4	6.9	12.2
Ohio	5.4	5.6	5.7	4.2
Mass	3.2	5.1	5.1	5.6
Md	1.6	.7	.6	1.9
Ind	2.7	2.4	2.5	1.6
Pa	7.3	5.8	5.7	6.8
Me.	.6	.7	.7	.8
Mont	.4	.5	.5	.4
Utah	.5	.9	.9	.8

	Population	All Public Assistance	Special types of Public Assistance	General Assistance
Kans	1.3	1.4	1.4	1.3
Wisc	2.3	2.3	2.4	1.7
Iowa	1.8	2.1	2.2	1.1
N.D.	.4	.4	.5	.2
Idaho	.4	.5	.5	.2
Colo	.8	2.5	2.6	1.8
Wyo	.2	.2	.2	.1
Neb.	.9	1.0	1.1	.4
Minn	2.0	2.4	2.6	2.1
Mo	2.8	3.7	3.8	2.4
Vt.	.2	.2	.2	.3
Fla.	1.6	1.5	1.6	.6
S.D.	.4	.5	.5	.3
N.H.	.4	.3	.3	.5
Va.	2.2	.5	.4	.6
Tex	4.9	5.2	5.7	.6
Ariz	.4	.6	.6	.8
Okla	1.6	3.3	3.6	.5
La.	1.8	1.7	1.7	1.6
W.Va.	1.4	.8	.8	1.1
N.Mex	.4	.4	.4	.2
Tenn	2.2	1.3	1.4	.1
Ga.	2.3	1.2	1.2	.4
N.C.	2.6	.7	.8	.3
Ky.	2.0	.9	1.0	.4
Ala.	2.1	.8	.8	.5
S.C.	1.4	.5	.5	.4
Ark.	1.4	.8	.9	.4
Miss	1.6	.5	.6	0.05 (less than)

[1] Estimated civilian population, Nov., 1943, Bureau of Census

Source: "Public Assistance", Bulletin, May, 1944, pp. 33-38, Tables 8, 9.

DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT: NUMBER OF RECIPIENTS, PAYMENTS TO RECIPIENTS, TOTAL 1944 EXPENDITURES FOR ALL STATES, THE SOUTHERN REGION AND "THE REST OF THE UNITED STATES"

	Recipients				Payments to Recipients (In Thousands)						Total Expenditures 1944		Estimated Civilian Population, July 1, 1945	
	June, 1936		June, 1945		Fiscal Year 1936 - 1937		Fiscal Year 1944 - 1945		Cumulative February 1936 - June 1945		Amount	Percent	Number	Percent
	Number	Percent	Number	Percent	Amount	Percent	Amount	Percent	Amount	Percent				
OLD AGE ASSISTANCE														
All States	603,710	100.0	2,038,440	100.0	$243,229	100.0	$704,036	100.0	$4,583,547	100.0	$ 732,296	100.0	127,409,297	100.0
Southern Region	82,762	13.7	634,436	31.1	32,313	13.2	139,623	19.8	791,511	17.3	146,441	20.0	35,415,599	27.8
Rest of U. S.	520,948	86.3	1,404,004	68.9	210,916	86.8	564,413	80.2	3,792,036	82.7	585,855	80.0	91,993,698	72.2
AID TO DEPENDENT CHILDREN*														
All States	69,664	100.0	255,577	100.0	40,773	100.0	138,644	100.0	1,071,703	100.0	147,525	100.0	127,409,297	100.0
Southern Region	26,746	38.4	85,916	33.6	3,526	8.6	28,895	20.8	163,173	15.2	30,229	20.5	35,415,599	27.8
Rest of U. S.	42,918	61.6	169,661	66.4	37,247	91.4	109,749	79.2	908,530	84.8	117,296	79.5	91,993,698	72.2
AID TO THE BLIND														
All States	9,166	100.0	55,465	100.0	5,509	100.0	19,891	100.0	134,068	100.0	21,452	100.0	127,409,297	100.0
Southern Region	418	4.6	22,881	41.2	135	2.4	5,907	29.7	29,171	21.7	6,177	28.8	35,415,599	27.8
Rest of U. S.	8,748	95.4	32,584	58.8	5,374	97.6	13,984	70.3	104,897	78.3	15,275	71.2	91,993,698	72.2

*Number of recipients' families.

RANK (HIGHEST-LOWEST) OF STATES IN THE SOUTHERN REGION IN AVERAGE PAYMENT IN SPECIAL TYPES OF PUBLIC ASSISTANCE, JUNE, 1945

Old-Age Assistance			Aid to Dependent Children			Aid to the Blind			Old-Age Assistance, Aid to Dependent Children, Aid to Blind		Per Capita Income Payments to Civilian Population, 1944		
State	Average Payment, June	Rank	State	Average Payment, June	Rank	State	Average Payments, June	Rank	State	Composite Rank*	State	Amount	Rank
Okla.	$29.27	1	La.	$44.71	1	Okla.	$34.37	1	Okla.	1.33	Fla.	$883	1
Fla.	28.88	2	Okla.	34.16	2	Fla.	29.95	2	Fla.	2.33	Tex.	844	2
Tex.	23.90	3	Fla.	33.50	3	La.	27.25	3	La.	2.67	Va.	833	3
La.	23.65	4.	Tenn.	30.23	4	Tex.	24.36	4	Tenn.	5.67	Okla.	786	4
Ark.	17.99	5	Va.	29.56	5	Miss.	22.18	5	Ark.	6.33	La.	714	5
Tenn.	16.08	6	Ark.	28.69	6	S. C.	20.24	6	Miss.	6.67	Tenn.	706	6
Ala.	15.51	7	Miss.	25.91	7	Tenn.	19.99	7	Tex.	6.67	Ga.	652	7
Miss.	15.42	8	Ala.	25.04	8	Ark.	19.87	8	Va.	8.33	N. C.	640	8
S. C.	14.14	9	Ga.	24.96	9	N. C.	18.63	9	Ala.	8.67	Ky.	633	9
Va.	13.70	10	N. C.	24.79	10	Va.	18.14	10	S. C.	8.67	Ala.	597	10
N. C.	12.50	11	S. C.	24.18	11	Ala.	15.93	11	N. C.	10.00	S. C.	566	11
Ky.	11.46	12	Ky.	21.72	12	Ga.	14.15	12	Ga.	11.33	Ark.	532	12
Ga.	11.42	13	Tex.	20.80	13	Ky.	12.96	13	Ky.	12.33	Miss.	459	13

*Composite rank determined by the division of the arithmetic sum of the three ranks by 3 (the number of listed types of public assistance).

SPECIAL TYPES OF PUBLIC ASSISTANCE UNDER PLANS APPROVED BY THE SOCIAL SECURITY BOARD: NUMBER OF RECIPIENTS, AVERAGE PAYMENT AND TOTAL PAYMENTS TO RECIPIENTS, JUNE 1945, FOR ALL STATES, THE SOUTHERN REGION AND "THE REST OF THE UNITED STATES"

	Old-Age Assistance			Aid to Dependent Children			Aid to the Blind		
	Number of Recipients, June	Payments to Recipients: Average Payment, June	Payments to Recipients: Total Payments, June	Number of Recipients, Families, June	Payments to Recipients: Average Payment, June (Family)	Payments to Recipients: Total Payments, June (Families)	Number of Recipients, June	Payments to Recipients: Average Payment, June	Payments to Recipients: Total Payment, June
All States	2,038,440	$29.46	$60,047,496	255,577	$47.46	$12,129,940	55,465	$30.27	$1,679,185
Rest of U. S.	1,404,004	33.76	47,396,057	169,661	56.55	9,593,808	32,584	35.91	1,170,112
Southern Region	634,436	19.94	12,651,439	85,916	29.52	2,536,132	22,881	22.25	509.073

OLD AGE ASSISTANCE: SELECTED DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT

State	Eligibility Conditions as of July 1, 1945		Usual State Maximum on Amount of Individual Payment July 1, 1945	Average Payment		Number of Recipients			Payments to Recipients (In Thousands)			Total Expenditures 1944			
	Citizenship Requirement	Years of State Residence		June 1936	June 1945	June 1936	June 1945	Per 1,000 Population Aged 65 And Over	Fiscal Year 1936-37	Fiscal Year 1944-45	Cumulative February, 1936-June-1945	Amount in Thousands	Percent From Federal Funds	Percent From State Funds	Percent From Local Funds
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Region					19.94	82,762	634,436		32,313	139,623	791,511	146,441			
Alabama		1	$40	$10.71	$15.51	8,353	31,948	209	$ 1,371	$ 5,887	$ 24,980	$ 5,908	49.4	26.2	24.4
Arkansas		1	30	5.90	17.99	9,829	27,906	233	1,400	5,965	25,754	5,713	50.3	49.7	
Florida	X	5	40	-	28.88	-	40,815	280	837	13,461	57,268	11,919	49.7	50.3	
Georgia		1	30	-	11.42	-	66,418	380	-	9,081	44,045	9,792	48.5	46.3	5.2
Kentucky	X	5	30	-	11.46	-	48,190	237	1,681	6,990	48.027	7,538	49.2	50.8	
Louisiana		3	75	10.29	23.65	9,156	36,445	276	1,955	9,877	50,165	10,402	48.2	51.8	
Mississippi		1	30	3.62	15.42	14,325	27,537	220	795	4,932	21,594	4,221	48.4	51.6	
North Carolina	X	1	40	-	12.50	-	32,743	186	-	4,683	33,284	4,943	48.2	28.0	23.8
Oklahoma		5	40	7.93	29.27	41,099	78,275	495	6,854	20,027	150,975	25,529	50.3	49.7	
South Carolina	X	5	20	-	14.14	-	21,393	233	-	3,570	19,334	3,832	47.2	52.6	.2
Tennessee		5	40	-	16.08	-	37,917	202	-	7,541	41,196	7,948	49.9	38.2	11.9
Texas	X	5	30	-	23.90	-	169,812	440	17,420	45,146	260,133	45,915	50.7	49.3	
Virginia		5	40	-	13.70	-	15,037	87	-	2,463	14,756	2,781	45.6	33.0	21.4

SOURCE: Social Security Bulletin, Vol. 8, No. 8, August, 1945.

AID TO DEPENDENT CHILDREN: SELECTED DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT

State	Eligibility Conditions as of July, 1945			Usual State Maximum on Amount of monthly payment July 1, 1945		Average Payment Per Family		Number of Recipients			Payments to Recipients (in thousands)			Total Expenditures			
	Age limit for Chn. aided		Years of state residence required					Families		Children per 1000 population under 18 June, 1945	Fiscal year 1936-37	Fiscal year 1944-45	Cumulative February 1936-1945	Amount in thousands	Per Cent From		
	If attending School	If not attending School		First Child	Each additional Child	June 1936	June 1945	June 1936	June 1945						Federal Funds	State Funds	Local Fund
Region	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
								"26,746	85,916		3,526	28,895	163,173	30,229			
Alabama	18	16	1	--	--	$8.86	$25.04	4,911	5,077	13	$ 678	$1,485	$9,236	$1,505	49.3	25.7	25.0
Arkansas	18	16	1	18	12	6.98	28.69	2,301	4,585	18	463	1,603	8,379	1,594	50.0	50.0	
Florida	18	16	1	18	12	--	33.50	--	5,476	21	--	1,764	7,984	1,429	50.00	50.0	
Georgia	16	16	-	18	12	-	24.96	-	3,935	8	-	1,186	8,785	1,287	50.0	44.8	5.2
Kentucky	18	16	1	18	12	-	21.72	-	4,730	13	-	1,232	2,150	1,193	50.0	50.0	
Louisiana	18	16	1	40	-	21.21	44.71	4,023	9,120	27	1,451	4,392	32,664	5,150	41.8	58.2	
Mississippi	18	16	-	15	5	-	25.91	-	2,837	9	-	878	2,789	828	50.0	50.0	
North Carolina	18	16	1	18	12	-	24.79	-	6,118	11	--	1,710	13,036	1,845	50.00	27.9	22.1
Oklahoma	18	16	1	18	12	8.83	34.16	15,511	14,793	47	934	5,712	32,418	5,778	50.0	50.0	
South Carolina	16	16	1	15	10	-	24.18	-	3,687	14	--	1,008	6,006	1,057	49.8	50.0	.2
Tennessee	18	16	1	18	12	-	30.23	-	11,008	27	--	4,047	23,798	4,269	50.0	34.3	15.7
Texas	14	14	1	16	8	-	20.80	-	11,096	11	--	2,697	9,678	2,926	50.0	50.0	
Virginia	18	16	1	--	--	--	29.56	-	3,454	10	--	1,181	6,250	1,368	49.2	28.9	21.9

SOURCE: Social Security Bulletin, Vol. 8, No. 8, August, 1945.

AID TO THE BLIND: SELECTED DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT

State	Eligibility Conditions as of July 1, 1945				Usual State Maximum on Amount of Individual Payment July 1, 1945	Average Payment		Number of Recipients			Payments to Recipients (in thousands)			Total Expenditures - 1944			
	Minimum Age Requirement	Citizenship Requirement	Years of Residence: If Sight Lost While Resident	Years of Residence: Others		June 1936	June 1945	June 1936	June 1945	Per 100,000 Population June 1945	Fiscal year 1936-37	Fiscal year 1944-45	Cumulative February 1936 - June, 1945	Amount in Thousands	Percent From: Federal Funds	Percent From: State Funds	Percent From: Local Funds
Region	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
								418	22,881		135	5,907	29,171	6,177			
Alabama	-	-	-	1	$40	$ -	$15.93	-	757	27	$ 4	$ 146	$ 711	$ 151	50.0	25.5	24.5
Arkansas	16	-	-	1	40	5.52	19.87	398	1,218	69	57	294	1,382	295	50.0	50.0	
Florida	-	-	5	5	40	-	29.95	-	2,268	96	-	802	3,883	745	50.0	50.0	
Georgia	21	-	1	1	30	-	14.15	-	2,020	63	-	350	1,982	391	50.0	44.8	5.2
Kentucky	-	-	1	1	40	-	12.96	-	1,576	60	-	249	664	260	50.0	50.0	
Louisiana	-	-	-	3	75	-	27.25	-	1,367	54	-	444	2,315	502	49.0	51.0	
Mississippi	-	-	1	1	30	-	22.18	-	1,456	67	-	328	1,165	252	50.0	50.0	
North Carolina	-	-	1	1	40	18.40	18.63	20	2,334	66	-	477	3,252	541	50.0	23.9	26.1
Oklahoma	-	-	-	5	40	-	34.37	-	1,847	89	74	691	4,421	694	50.0	50.0	
South Carolina	-	-	-	5	25	-	20.24	-	922	48	-	211	1,063	217	49.5	50.2	.3
Tennessee	16	-	5	5	40	-	19.99	-	1,537	54	-	372	2,195	388	50.0	38.0	12.0
Texas	21	X	5	5	30	-	24.36	-	4,625	67	-	1,342	4,945	1,514	50.0	50.0	
Virginia	-	-	5	5	40	-	18.14	-	954	30	-	201	1,193	227	50.0	28.8	21.2

SOURCE: Social Security Bulletin, Vol. 8, No. 8, August, 1945.

GENERAL ASSISTANCE CASES AND PAYMENTS TO CASES FOR THE SOUTHERN REGION, JUNE 1945.

STATE	CASES		PAYMENT TO CASES		
	Number	% of total	Amount	% of total	Average
All States	234,000	100.0	$6,804,000	100.0	$29.06
Southern Region	39,482	16.9	516,742	7.6	13.08
Rest of U. S.	194,518	83.1	6,287,258	92.4	32.32
Alabama	3,107	---	43,251	---	13.92
Arkansas	2,670	---	31,677	---	11.86
Florida	4,700	---	44,000	---	---
Georgia	2,549	---	30,766	---	12.07
Kentucky	1,500	---	21,000	---	---
Louisiana	7,314	---	131,107	---	17.93
Mississippi	321	---	2,729	---	8.50
North Carolina	2,367	---	25,293	---	10.69
Oklahoma	5,074	---	48,505	---	---
South Carolina	2,705	---	30,683	---	11.34
Tennessee	1,200	---	10,000	---	---
Texas	2,900	---	46,000	---	---
Virginia	3,102	---	51,731	---	16.68

UNEMPLOYMENT COMPENSATION: STATE ACCOUNTS IN THE FEDERAL UNEMPLOYMENT TRUST FUND FOR THE SOUTHERN REGION, FISCAL YEAR 1944-45
(In thousands)

STATE	DEPOSIT	INTEREST	WITHDRAWALS	BAL. END OF YR.
All States	$1,255,281	$115,222	$72,504	$6,679,298
Rest of U. S.	1,088,858	100,072	65,479	5,798,379
Southern Region	166,858	15,150	7,025	880,919
Alabama	10,715	1,135	728	65,768
Arkansas	5,587	477	165	28,101
Florida	14,009	887	919	53,765
Georgia	14,890	1,307	500	76,263
Kentucky	12,340	1,464	925	83,592
Louisiana	18,658	1,251	572	74,850
Mississippi	6,095	399	160	24,050
North Carolina	18,489	1,741	335	100,563
Oklahoma	7,075	804	205	45,994
South Carolina	6,092	645	240	36,933
Tennessee	21,824	1,328	1,420	80,155
Texas	22,234	2,621	571	148,718
Virginia	8,850	1,091	285	62,167
		Percent		
All States	100.0	100.0	100.0	100.0
Rest of U. S.	86.7	86.8	90.3	86.8
Southern Region	13.3	13.2	9.7	13.2

Source: Annual Report, Federal Security Agency, 1945.

UNEMPLOYMENT COMPENSATION: SELECTED DATA ON BENEFITS, CLAIMS, EMPLOYMENT AND FINANCE FOR ALL STATES, THE REST OF THE UNITED STATES AND THE SOUTHERN REGION, 1944 - 1945

Area	Beneficiaries, Fiscal Year		Benefit Payments Fiscal Year		Weeks Compensated Fiscal Year		Initial Claims, Fiscal Year		Workers With Wage Credits Calendar Year		Employers Subject to State Law June 30		Funds Available for Benefits June 30		Federal Grants for Administration Fiscal Year	
	Number	Percent	Amount	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Amount	Percent	Amount	Percent
All States	594,348	100.0	$71,209,000	100.0	4,447,000	100.0	1,688,000	100.0	44,000,000	100.0	903,000	100.0	$6,685,000,000	100.0	$29,785,000	100.0
Rest of U. S.	527,980	88.8	64,691,000	90.8	3,880,000	87.2	1,514,000	89.7	34,620,000	78.7	779,000	86.3	5,803,000,000	86.8	24,873,000	83.5
Southern Region	66,368	11.2	6,518,000	9.2	567,000	12.8	174,000	10.3	9,380,000	21.3	124,000	13.7	882,000,000	13.2	4,912,000	16.5

UNEMPLOYMENT COMPENSATION: SELECTED DATA ON BENEFITS, CLAIMS, EMPLOYMENT AND FINANCE FOR THE SOUTHERN REGION, FOR SPECIFIED PERIODS, 1944-1945

State	Beneficiaries, Fiscal Year	Benefit Payments, Fiscal Year			Weeks Compensated, Fiscal Year (In Thousands)	Initial Claims, Fiscal Year, (In Thousands)	Workers With Wage Credits, Calendar Year (In Thousands)	Employers Subject to State Law, June 30 (In Thousands)	Funds Available for Benefits June 30 (In Millions)	Federal Grants for Administration, Fiscal Year (In Thousands)
		Total Amount (In Thousands)	Average Weekly Benefit for Total Unemployment	Ratio of Benefits to Collections (Percent)						
All States	594,348	$71,209	$16.70	5.7	4,447	1,688	44,000	903	$ 6,685	$29,785
Rest of U. S.	527,980	64,691			3,880	1,514	34,620	779	5,803	24,873
Southern Region	66,368	6,518			567	174	9,380	124	882	4,912
Alabama	5,366	695	11.68	6.5	60	13	738	6	66	339
Arkansas	2,146	151	10.95	2.7	14	7	363	19	28	266
Florida	10,807	876	13.03	6.2	70	20	679	8	54	344
Georgia	4,791	483	11.70	3.3	42	12	864	9	76	427
Kentucky	6,086	595	10.56	4.8	58	19	529	9	84	352
Louisiana	5,043	590	14.69	3.2	42	13	672	12	75	371
Mississippi	1,783	159	11.27	2.6	15	6	349	4	24	204
North Carolina	4,745	322	9.22	1.8	36	14	777	11	101	489
Oklahoma	2,080	209	14.60	3.0	15	8	489	6	46	258
South Carolina	2,208	222	10.65	3.6	21	9	433	4	37	252
Tennessee	12,501	1,382	11.66	6.3	120	27	880	7	80	385
Texas	5,530	583	12.12	2.6	49	21	1,820	20	149	819
Virginia	3,282	251	10.80	2.8	25	5	787	9	62	406

Source: Annual Report, Federal Security Agency, 1945.

DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT: NUMBER OF RECIPIENTS, PAYMENTS TO RECIPIENTS, TOTAL 1944 EXPENDITURES FOR ALL STATES, THE SOUTHERN REGION AND "THE REST OF THE UNITED STATES"

	Recipients				Payments to Recipients (In Thousands)						Total Expenditures 1944		Estimated Civilian Population, July 1, 1945	
	June, 1936		June, 1945		Fiscal Year 1936 - 1937		Fiscal Year 1944 - 1945		Cumulative February 1936 - June 1945		Amount	Percent	Number	Percent
	Number	Percent	Number	Percent	Amount	Percent	Amount	Percent	Amount	Percent				
OLD AGE ASSISTANCE														
All States	603,710	100.0	2,038,440	100.0	$243,229	100.0	$704,036	100.0	$4,583,547	100.0	$ 732,296	100.0	127,409,297	100.0
Southern Region	82,762	13.7	634,436	31.1	32,313	13.2	139,623	19.8	791,511	17.3	146,441	20.0	35,415,599	27.8
Rest of U. S.	520,948	86.3	1,404,004	68.9	210,916	86.8	564,413	80.2	3,792,036	82.7	585,855	80.0	91,993,698	72.2
AID TO DEPENDENT CHILDREN*														
All States	69,664	100.0	255,577	100.0	40,773	100.0	138,644	100.0	1,071,703	100.0	147,525	100.0	127,409,297	100.0
Southern Region	26,746	38.4	85,916	33.6	3,526	8.6	28,895	20.8	163,173	15.2	30,229	20.5	35,415,599	27.8
Rest of U. S.	42,918	61.5	169,661	66.4	37,247	91.4	109,749	79.2	908,530	84.8	117,296	79.5	91,993,698	72.2
AID TO THE BLIND														
All States	9,166	100.0	55,465	100.0	5,509	100.0	19,891	100.0	134,068	100.0	21,452	100.0	127,409,297	100.0
Southern Region	418	4.6	22,881	41.2	135	2.4	5,907	2917	29,171	21.7	6,177	28.8	35,415,599	27.8
Rest of U. S.	8,748	95.4	32,584	58.8	5,374	97.6	13,984	70.3	104,897	78.3	15,275	71.2	91,993,698	72.2

*Number of recipients' families.

UNEMPLOYMENT COMPENSATION: STATE ACCOUNTS IN THE FEDERAL UNEMPLOYMENT TRUST FUND FOR THE SOUTHERN REGION, FISCAL YEAR 1944-45
(In thousands)

STATE	DEPOSIT	INTEREST	WITHDRAWALS	BAL. END OF YR.
All States	$1,255,281	$115,222	$72,504	$6,679,298
Rest of U. S.	1,088,858	100,072	65,479	5,798,379
Southern Region	166,858	15,150	7,025	880,919
Alabama	10,715	1,135	728	65,768
Arkansas	5,587	477	165	28,101
Florida	14,009	887	919	53,765
Georgia	14,890	1,307	500	76,263
Kentucky	12,340	1,464	925	83,592
Louisiana	18,658	1,251	572	74,850
Mississippi	6,095	399	160	24,050
North Carolina	18,489	1,741	335	100,563
Oklahoma	7,075	804	205	45,994
South Carolina	6,092	645	240	36,933
Tennessee	21,824	1,328	1,420	80,155
Texas	22,234	2,621	571	148,718
Virginia	8,850	1,091	285	62,167
		Percent		
All States	100.0	100.0	100.0	100.0
Rest of U. S.	86.7	86.8	90.3	86.8
Southern Region	13.3	13.2	9.7	13.2

Source: Annual Report, Federal Security Agency, 1945.

AID TO DEPENDENT CHILDREN: SELECTED DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT

State	Eligibility Conditions as of July, 1945			Usual State Maximum on Amount of monthly payment July 1, 1945		Average Payment Per Family		Number of Recipients			Payments to Recipients (in thousands)			Total Expenditures			
	Age limit for Chn. aided		Years of state residence required					Families		Children per 1000 population under 18 June, 1945	Fiscal year 1936-37	Fiscal year 1944-45	Cumulative February 1936-1945	Amount in thousands	Per Cent From		
	If attending School	If not attending School		First Child	Each additional Child	June 1936	June 1945	June 1936	June 1945						Federal Funds	State Funds	Local Fund
Region	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
								26,746	85,916		3,526	28,895	163,173	30,229			
Alabama	18	16	1	—	—	$8.86	$25.04	4,911	5,077	13	$ 678	$1,485	$9,236	$1,505	49.3	25.7	25.0
Arkansas	18	16	1	18	12	6.98	28.69	2,301	4,585	18	463	1,603	8,379	1,594	50.0	50.0	
Florida	18	16	1	18	12	—	33.50	—	5,476	21	—	1,764	7,984	1,429	50.00	50.0	
Georgia	16	16	-	18	12	-	24.96	-	3,935	8	-	1,186	8,785	1,287	50.0	44.8	5.2
Kentucky	18	16	1	18	12	-	21.72	-	4,730	13	-	1,232	2,150	1,193	50.0	50.0	
Louisiana	18	16	1	40	-	21.21	44.71	4,023	9,120	27	1,451	4,392	32,664	5,150	41.8	58.2	
Mississippi	18	16	-	15	5	-	25.91	-	2,837	9	-	878	2,789	828	50.0	50.0	
North Carolina	18	16	1	18	12	-	24.79	-	6,118	11	—	1,710	13,036	1,845	50.00	27.9	22.1
Oklahoma	18	16	1	18	12	8.83	34.16	15,511	14,793	47	934	5,712	32,418	5,778	50.0	50.0	
South Carolina	16	16	1	15	10	-	24.18	-	3,687	14	—	1,008	6,006	1,057	49.8	50.0	.2
Tennessee	18	16	1	18	12	-	30.23	-	11,008	27	—	4,047	23,798	4,269	50.0	34.3	15.7
Texas	14	14	1	16	8	-	20.80	-	11,096	11	—	2,697	9,678	2,926	50.0	50.0	
Virginia	18	16	1	—	—	—	29.56	-	3,454	10	—	1,181	6,250	1,368	49.2	28.9	21.9

SOURCE: Social Security Bulletin, Vol. 8, No. 8, August, 1945.

GENERAL ASSISTANCE CASES AND PAYMENTS TO CASES FOR THE SOUTHERN REGION, JUNE 1945.

STATE	CASES		PAYMENT TO CASES		
	Number	% of total	Amount	% of total	Average
All States	234,000	100.0	$6,804,000	100.0	$29.06
Southern Region	39,482	16.9	516,742	7.6	13.08
Rest of U. S.	194,518	83.1	6,287,258	92.4	32.32
Alabama	3,107	—	43,251	—	13.92
Arkansas	2,670	—	31,677	—	11.86
Florida	4,700	—	44,000	—	—
Georgia	2,549	—	30,766	—	12.07
Kentucky	1,500	—	21,000	—	—
Louisiana	7,314	—	131,107	—	17.93
Mississippi	321	—	2,729	—	8.50
North Carolina	2,367	—	25,293	—	10.69
Oklahoma	5,074	—	48,505	—	—
South Carolina	2,705	—	30,683	—	11.34
Tennessee	1,200	—	10,000	—	—
Texas	2,900	—	46,000	—	—
Virginia	3,102	—	51,731	—	16.68

OLD AGE ASSISTANCE: SELECTED DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT

State	Eligibility Conditions as of July 1, 1945		Usual State Maximum on Amount of Individual Payment July 1, 1945	Average Payment		Number of Recipients			Payments to Recipients (In Thousands)			Total Expenditures 1944			
	Citizenship Requirement	Years of State Residence		June 1936	June 1945	June 1936	June 1945	Per 1,000 Population Aged 65 And Over	Fiscal Year 1936-37	Fiscal Year 1944-45	Cumulative February, 1936-June-1945	Amount in Thousands	Percent From Federal Funds	State Funds	Local Funds
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Region					19.94	82,762	634,436		32,313	139,623	791,511	146,441			
Alabama		1	$40	$10.71	$15.51	8,353	31,948	209	$ 1,371	$ 5,887	$ 24,980	$ 5,908	49.4	26.2	24.4
Arkansas		1	30	5.90	17.99	9,829	27,906	233	1,400	5,965	25,754	5,713	50.3	49.7	
Florida	X	5	40	-	28.88	-	40,815	280	837	13,461	57,268	11,919	49.7	50.3	
Georgia		1	30	-	11.42	-	66,418	380	-	9,081	44,045	9,792	48.5	46.3	5.2
Kentucky	X	5	30	-	11.46	-	48,190	237	1,681	6,990	48.027	7,538	49.2	50,8	
Louisiana		3	75	10.29	23.65	9,156	36,445	276	1,955	9,877	50,165	10,402	48.2	51.8	
Mississippi		1	30	3.62	15.42	14,325	27,537	220	795	4,932	21,594	4,221	48.4	51.6	
North Carolina	X	1	40	-	12.50	-	32,743	186	-	4,683	33,284	4,943	48.2	28.0	23.8
Oklahoma		5	40	7.93	29.27	41,099	78,275	495	6,854	20,027	150,975	25,529	50.3	49.7	
South Carolina	X	~~5~~ 1 *	20	-	14.14	-	21,393	233	-	3,570	19,334	3,832	47.2	52.6	.2
Tennessee		5	40	-	16.08	-	37,917	202	-	7,541	41,196	7,948	49.9	38.2	11.9
Texas	X	5	30	-	23.90	-	169,812	440	17,420	45,146	260,133	45,915	50.7	49.3	
Virginia		5	40	-	13.70	-	15,037	87		~~2,463~~	~~14,756~~	~~2,782~~	~~45.6~~	~~33.0~~	~~21.4~~

SOURCE: Social Security Bulletin, Vol. 8, No. 8, August, 1945.

* 1 yr. of continuous st. residence before application -

AID TO THE BLIND: SELECTED DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT

State	Eligibility Conditions as of July 1, 1945				Usual State Maximum on Amount of Individual Payment July 1, 1945	Average Payment		Number of Recipients			Payments to Recipients (in thousands)			Total Expenditures - 1944			
	Minimum Age Requirement	Citizenship Requirement	Years of Residence: If Sight Lost While Resident	Years of Residence: Others		June 1936	June 1945	June 1936	June 1945	Per 100,000 Population June 1945	Fiscal year 1936-37	Fiscal year 1944-45	Cumulative February 1936 - June, 1945	Amount in Thousands	Percent From: Federal Funds	State Funds	Local Funds
Region	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
								418	22,881		135	5,907	29,171	6,177			
Alabama	-	-	-	1	$40	$ -	$15.93	-	757	27	$ 4	$ 146	$ 711	$ 151	50.0	25.5	24.5
Arkansas	16	-	-	1	40	5.52	19.87	398	1,218	69	57	294	1,382	295	50.0	50.0	
Florida	-	-	5	5	40	-	29.95	-	2,268	96	-	802	3,883	745	50.0	50.0	
Georgia	21	-	1	1	30	-	14.15	-	2,020	63	-	350	1,982	391	50.0	44.8	5.2
Kentucky	-	-	1	1	40	-	12.96	-	1,576	60	-	249	664	260	50.0	50.0	
Louisiana	-	-	-	3	75	-	27.25	-	1,367	54	-	444	2,315	502	49.0	51.0	
Mississippi	-	-	1	1	30	-	22.18	-	1,456	67	-	328	1,165	252	50.0	50.0	
North Carolina	-	-	1	1	40	18.40	18.63	20	2,334	66	-	477	3,252	541	50.0	23.9	26.1
Oklahoma	-	-	-	5	40	-	34.37	-	1,847	89	74	691	4,421	694	50.0	50.0	
South Carolina	-	-	-	~~5~~ 1*	25	-	20.24	-	922	48	-	211	1,063	217	49.5	50.2	.3
Tennessee	16	-	5	5	40	-	19.99	-	1,537	54	-	372	2,195	388	50.0	38.0	12.0
Texas	21	X	5	5	30	-	24.36	-	4,625	67	-	1,342	4,945	1,514	50.0	50.0	
Virginia	-	-	5	5	40	-	18.14	-	954	30	-	201	1,193	227	50.0	28.8	21.2

SOURCE: Social Security Bulletin, Vol. 8, No. 8, August, 1945.

see preceding

UNEMPLOYMENT COMPENSATION: SELECTED DATA ON BENEFITS, CLAIMS, EMPLOYMENT AND FINANCE FOR THE SOUTHERN REGION, FOR SPECIFIED PERIODS, 1944-1945

State	Beneficiaries, Fiscal Year	Benefit Payments, Fiscal Year			Weeks Compensated, Fiscal Year (In Thousands)	Initial Claims, Fiscal Year, (In Thousands)	Workers With Wage Credits, Calendar Year (In Thousands)	Employers Subject to State Law, June 30 (In Thousands)	Funds Available for Benefits June 30 (In Millions)	Federal Grants for Administration, Fiscal Year (In Thousands)
		Total Amount (In Thousands)	Average Weekly Benefit for Total Unemployment	Ratio of Benefits to Collections (Percent)						
All States	594,348	$71,209	$16.70	5.7	4,447	1,688	44,000	903	$ 6,685	$29,785
Rest of U. S.	527,980	64,691			3,880	1,514	34,620	779	5,803	24,873
Southern Region	66,368	6,518			567	174	9,380	124	882	4,912
Alabama	5,366	695	11.68	6.5	60	13	738	6	66	339
Arkansas	2,146	151	10.95	2.7	14	7	363	19	28	266
Florida	10,807	876	13.03	6.2	70	20	679	8	54	344
Georgia	4,791	483	11.70	3.3	42	12	864	9	76	427
Kentucky	6,086	595	10.56	4.8	58	19	529	9	84	352
Louisiana	5,043	590	14.69	3.2	42	13	672	12	75	371
Mississippi	1,783	159	11.27	2.6	15	6	349	4	24	204
North Carolina	4,745	322	9.22	1.8	36	14	777	11	101	489
Oklahoma	2,080	209	14.60	3.0	15	8	489	6	46	258
South Carolina	2,208	222	10.65	3.6	21	9	433	4	37	252
Tennessee	12,501	1,382	11.66	6.3	120	27	880	7	80	385
Texas	5,530	583	12.12	2.6	49	21	1,820	20	149	819
Virginia	3,282	251	10.80	2.8	25	5	787	9	62	406

Source: Annual Report, Federal Security Agency, 1945.

RANK (HIGHEST-LOWEST) OF STATES IN THE SOUTHERN REGION IN AVERAGE PAYMENT IN SPECIAL TYPES OF PUBLIC ASSISTANCE, JUNE, 1945

Old-Age Assistance			Aid to Dependent Children			Aid to the Blind			Old-Age Assistance, Aid to Dependent Children, Aid to Blind		Per Capita Income Payments to Civilian Population, 1944		
State	Average Payment, June	Rank	State	Average Payment, June	Rank	State	Average Payments, June	Rank	State	Composite Rank*	State	Amount	Rank
Okla.	$29.27	1	La.	$44.71	1	Okla.	$34.37	1	Okla.	1.33	Fla.	$883	1
Fla.	28.88	2	Okla.	34.16	2	Fla.	29.95	2	Fla.	2.33	Tex.	844	2
Tex.	23.90	3	Fla.	33.50	3	La.	27.25	3	La.	2.67	Va.	833	3
La.	23.65	4.	Tenn.	30.23	4	Tex.	24.36	4	Tenn.	5.67	Okla.	786	4
Ark.	17.99	5	Va.	29.56	5	Miss.	22.18	5	Ark.	6.33	La.	714	5
Tenn.	16.08	6	Ark.	28.69	6	S. C.	20.24	6	Miss.	6.67	Tenn.	706	6
Ala.	15.51	7	Miss.	25.91	7	Tenn.	19.99	7	Tex.	6.67	Ga.	652	7
Miss.	15.42	8	Ala.	25.04	8	Ark.	19.87	8	Va.	8.33	N. C.	640	8
S. C.	14.14	9	Ga.	24.96	9	N. C.	18.63	9	Ala.	8.67	Ky.	633	9
Va.	13.70	10	N. C.	24.79	10	Va.	18.14	10	S. C.	8.67	Ala.	597	10
N. C.	12.50	11	S. C.	24.18	11	Ala.	15.93	11	N. C.	10.00	S. C.	566	11
Ky.	11.46	12	Ky.	21.72	12	Ga.	14.15	12	Ga.	11.33	Ark.	532	12
Ga.	11.42	13	Tex.	20.80	13	Ky.	12.96	13	Ky.	12.33	Miss.	459	13

*Composite rank determined by the division of the arithmetic sum of the three ranks by 3 (the number of listed types of public assistance).

UNEMPLOYMENT COMPENSATION: SELECTED DATA ON BENEFITS, CLAIMS, EMPLOYMENT AND FINANCE
FOR ALL STATES, THE REST OF THE UNITED STATES AND THE SOUTHERN REGION,
1944 - 1945

Area	Beneficiaries, Fiscal Year		Benefit Payments Fiscal Year		Weeks Compensated Fiscal Year		Initial Claims, Fiscal Year		Workers With Wage Credits Calendar Year		Employers Subject to State Law June 30		Funds Available for Benefits June 30		Federal Grants for Administration Fiscal Year	
	Number	Percent	Amount	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Amount	Percent	Amount	Percent
All States	594,348	100.0	$71,209,000	100.0	4,447,000	100.0	1,688,000	100.0	44,000,000	100.0	903,000	100.0	$6,685,000,000	100.0	$29,785,000	100.0
Rest of U. S.	527,980	88.8	64,691,000	90.8	3,880,000	87.2	1,514,000	89.7	34,620,000	78.7	779,000	86.3	5,803,000,000	86.8	24,873,000	83.5
Southern Region	66,368	11.2	6,518,000	9.2	567,000	12.8	174,000	10.3	9,380,000	21.3	124,000	13.7	882,000,000	13.2	4,912,000	16.5

SPECIAL TYPES OF PUBLIC ASSISTANCE UNDER PLANS APPROVED BY THE SOCIAL SECURITY BOARD: NUMBER OF RECIPIENTS, AVERAGE PAYMENT AND TOTAL PAYMENTS TO RECIPIENTS, JUNE 1945 FOR ALL STATES, THE SOUTHERN REGION AND "THE REST OF THE UNITED STATES"

	Old-Age Assistance			Aid to Dependent Children			Aid to the Blind		
	Number of Recipients, June	Payments to Recipients: Average Payment, June	Payments to Recipients: Total Payments, June	Number of Recipients, Families, June	Payments to Recipients: Average Payment, June (Family)	Payments to Recipients: Total Payments, June (Families)	Number of Recipients, June	Payments to Recipients: Average Payment, June	Payments to Recipients: Total Payment, June
All States	2,038,440	$29.46	$60,047,496	255,577	$47.46	$12,129,940	55,465	$30.27	$1,679,185
Rest of U. S.	1,404,004	33.76	47,396,057	169,661	56.55	9,593,808	32,584	35.91	1,170,112
Southern Region	634,436	19.94	12,651,439	85,916	29.52	2,536,132	22,881	22.25	509.073

"GENERAL ASSISTANCE"

Bulletin, May, 1945 (V. 8, No. 5), p. 23-28

The decline in general assistance cases tapered off in 1944. Since the beginning of the War in Europe, the size of the general assistance load contracted rapidly. In 1944, the war time decline was checked. The national trend represented, on the whole, what was happening in individual states.

Relatively little assist ance was given to states with low per capita income. Tthe amount of assistance given under any program is a measure not merely of the need in an area, but also of the willingness and ability of responsible units of government to pay for assistance. Consequently, many states with relatively low per capita income provide less assistance in relation to size of population than do states that are comparatively wealthy.

The provision of less assistance per inhabitant in low per capita income states tends to occur in all programs, but it is particularly noticeable in general assistance, for which states and local units carry the entire burden of financial support. Thus each of the 12 states with the lowest per captia income spent proportionately less for general assistance than the states share of the Nation's population would indicate. Furthermore, the share of total general assistance expenditures of 11 of the 12 states was smaller than their share of the total expenditures for the special types of assistance.

Average general assistance payments continued to rise rapidly during 1944, not as rapidly on the whole as in 1943, but consistently in most states.

"OLD AGE AND SURVIVORS INSURANCE"

Bulletin, March 1945 (V. 8, No. 3), p. 29-31.

"A comparison of the average benefits awarded during 1943 shows that, although the benefit formula holds benefits at a lower level insections of the country where the prevailing wage rates are lower and at a higher level in areas where wage rates are higher, the variations in average benefits is not very great, since the increase in the amount of the primary benefit because of higher average monthly wages is very small for average monthly wages over $50."

The average primary benefit payments are less than $21 in six Southern States: Arkansas, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee. Alabama is only slightly higher. Florida had an average of more than $22, a result of both higher wage levels and of the fact that many of the primary beneficiaries were persons who had moved to the state from Northern states just before filing for benefits.

States where average primary benefits exceeded $25 were industrial states in the North and West. Higher averages in industrial states reflect not only relatively high wage rates but also greater continuity of covered employment than exists in general in areas where agriculture is a major source of earnings. In agricultural states, a greater proportion of covered workers work at times in uncovered areas. For example, agricultural workers, uncovered, may work part of the year in sawmills where they would be covered.

The wide spread in childs' benefits not entirely due to difference in average wages. Since the average number of children per family is larger in the South than in other regions, maximum benefit provisions would lower more benefits in Southern States than in others, while minimum benefit provisions, which often results in the increase of a single child's benefits to $10, would operate more freely in other areas.

Maximum benefit provision affects widow's current benefit as it does the child's benefit average.

"Selected Information on Public Assistance"

Bulletin, June, 1945 (V. 8, No 6), p 24-29.

The Social Security Act sets forth certain broad conditions which must be met if a State is to get Federal financial participation. The States, however, establish conditions under which needy individuals may receive assistance and determine how much they shall get. Great variations exist from State to State in eligibility requirements for OAA (Old Age Assistance), ADC (Aid to Dependent Children), and AB (Aid to the Blind), and in amounts of assistance. State programs of General Assistance are not subject to the unifying influence of the Federal Government, so even wider variations occur. General Assistance is administered by states and localities without any financial aid from the Federal Government.

Eligibility Provisions:

A. Residence:

Social Security Act does not require that State impose any residence requirement for eligibility for OAA, AB, or AD C; the Act merely specifies the maximum period that may be imposed if a State is to receive Federal funds:

For OAA and AB, one year immediately preceding application and four additional years out of the last nine.

For ADC: one year of residence of child, or if child is less than 1 year, one year's residence on the part of the mother before the child's birth

During 1945, legislation relating to residence requirements was introduced in 13 States, with a total of 14 bills designed to reduce required residence.

B. Citizenship:

This is not a Federal requirement, although States may impose it.

C. Age:

For OAA, 65 is minimum for needy individuals.
For AB, no age limitations.
For ADC, child must be under 16, or under 18, if he regularly attends school.

Bills liberalizing age requirements in one or more programs have been introduced in 1945 legislative sessions of 17 states.

D. Assistance Payments.

For ADC: Federal funds can be used for half of payments of ADC up to only $18 a month for one child in family and $12 for each other child aided.

OAA and AB: Federal Government can pay half the cost of payment to recipient of OAA and AB up to as much as $40 monthly.

In 37 states bills were intorduced in 1945 legislative session to raise or delete maximum on payments for one or more of the three types of assistance.

POPULATION ESTIMATES, 1940, 1943

Data on total civilian population is based on ration book registrations.

Grandchildren or other relatives of heads of families living in households and under age 18 are counted as children of the head. As a result, the number of children may be slightly over-stated.

Variations among the States in the ratio of dependents plus workers to labor force members are influenced by differences in relative number of wives in the labor force and in number of children per family. States in which proportionately more wives are in the labor force tend to have relatively low ratio of dependents; States with families above national average in size, as most Southern States, show a relatively high ratio of dependents.

From "Population Estimates for Social Security Purposes," Bulletin, July, 1945, V. 8, 7, pp. 42,43.

"Trends in Old Age Insurance and Old Age Assistance"

By Merrill G. Murray and Elinor Pancoast

Bulletin, September 1945 (Vol. 8, No. 9), p. 12-15

Old age insurance and old age assistance are complementary. Their methods are different, but their goals are similar: "to provide basic income in old age."

The groups covered have different qualifications: a retired worker, who, by reason of his wage record (contributions), is insured may receive a cash insurance benefit; an old person who is in actual need may receive a cash payment o old age assistance. Some old persons fail to qualify for old age benefits because they were too old to earn necessay wage credits after the program was instituted, or because greater part of their working lives were spent in employment not covered by old age and survivors' insurance, or because they have not been members of the labor force. Some persons who do qualify and receive insurance benefits may, nevertheless, be in actual need because they have suffered unusual hazards or are entitled to small benefits only.

"Assistance serves as a residual program which provides for needy old persons who are not eligible for insurance benefits, as well as for beneficiaries who are in need."

The old-age insurance program is still too new to affect a great number of people. A generation will pass before the full bebefits of the insurance program will be felt.

Old Age Assistance and Aid to the Blind

Bulletin, Septmeber, 1945 (V. 8, No. 9), P. 19

"State rates differ principally because States set varying conditions of eligibility inaddition to age and need, the different characteristics of State populations result in varying numbers of needy people, and State funds are not equally adequate to meet needs. The ramificationsand interaction of these various factors have made it difficult toexplain differences inrecipient rates and even to report significant rates."

OLD-AGE INSURANCE

Bulletin, September, 1945 (V. 8, No. 9), p. 14

"The increase in the number of old-age insurance beneficiaries has been retarded during the war by employment opportunities for older workers. About one-sixth of the monthly benefits in force for persons aged 65 and over are not being paid, chiefly because those entitled to them keep on thier jobs. Inaddition, hundreds have never made application for benefits; now that the war is over, most of them may be expected to do so. Actually, if all persons who are now eligible for insurance benefits were to file claims, the beneficiary rolls would be almost tripled. Nevertheless, it will probably take at least 5 more years, and possibly as many as 10, barring other changes for the number of aged insurance beneficiaries to exceed the present of all old-age assistance recipients."

of thousands of eligible persons

Trend of Payments

Bulletin, May, 1945 (V. 8, No. 5), p. 27

"Average payments continued to rise during 1944, not as rapidly on the whole as in 1943, but consistently in most States. Only 3 States (Louisiana, Rhode Island, and W ashington) of the 45 with complete data in the 2 months made lower payments on the average in December 1944 than in December 1943."

RANK (HIGHEST-LOWEST) OF STATES IN THE SOUTHERN REGION IN AVERAGE PAYMENT IN SPECIAL TYPES OF PUBLIC ASSISTANCE, JUNE, 1945

Old-Age Assistance			Aid to Dependent Children			Aid to the Blind			Old-Age Assistance, Aid to Dependent Children, Aid to Blind		Per Capita Income Payments to Civilian Population, 1944		
State	Average Payment, June	Rank	State	Average Payment, June	Rank	State	Average Payments, June	Rank	State	Composite Ranks*	State	Amount	Rank
Okla.	$29.27	1	La.	$44.71	1	Okla.	$34.37	1	Okla.	1.33	Fla.	$883	1
Fla.	28.88	2	Okla.	34.16	2	Fla.	29.95	2	Fla.	2.33	Tex.	844	2
Tex.	23.90	3	Fla.	33.50	3	La.	27.25	3	La.	2.67	Va.	833	3
La.	23.65	4.	Tenn.	30.23	4	Tex.	24.36	4	Tenn.	5.67	Okla.	786	4
Ark.	17.99	5	Va.	29.56	5	Miss.	22.18	5	Ark.	6.33	La.	714	5
Tenn.	16.08	6	Ark.	28.69	6	S. C.	20.24	6	Miss.	6.67	Tenn.	706	6
Ala.	15.51	7	Miss.	25.91	7	Tenn.	19.99	7	Tex.	6.67	Ga.	652	7
Miss.	15.42	8	Ala.	25.04	8	Ark.	19.87	8	Va.	8.33	N. C.	640	8
S. C.	14.14	9	Ga.	24.96	9	N. C.	18.63	9	Ala.	8.67	Ky.	633	9
Va.	13.70	10	N. C.	24.79	10	Va.	18.14	10	S. C.	8.67	Ala.	597	10
N. C.	12.50	11	S. C.	24.18	11	Ala.	15.93	11	N. C.	10.00	S. C.	566	11
Ky.	11.46	12	Ky.	21.72	12	Ga.	14.15	12	Ga.	11.33	Ark.	532	12
Ga.	11.42	13	Tex.	20.80	13	Ky.	12.96	13	Ky.	12.33	Miss.	459	13

*Composite rank determined by the division of the arithmetic sum of the three ranks by 3 (the number of listed types of public assistance).

UNEMPLOYMENT COMPENSATION: SELECTED DATA ON BENEFITS, CLAIMS, EMPLOYMENT AND FINANCE
FOR ALL STATES, THE REST OF THE UNITED STATES AND THE SOUTHERN REGION,
1944 - 1945

Area	Beneficiaries, Fiscal Year		Benefit Payments Fiscal Year		Weeks Compensated Fiscal Year		Initial Claims, Fiscal Year		Workers With Wage Credits Calendar Year		Employers Subject to State Law June 30		Funds Available for Benefits June 30		Federal Grants for Administration Fiscal Year	
	Number	Percent	Amount	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Amount	Percent	Amount	Percent
All States	594,348	100.0	$71,209,000	100.0	4,447,000	100.0	1,688,000	100.0	44,000,000	100.0	903,000	100.0	$6,685,000,000	100.0	$29,785,000	100.0
Rest of U. S.	527,980	88.8	64,691,000	90.8	3,880,000	87.2	1,514,000	89.7	34,620,000	78.7	779,000	86.3	5,803,000,000	86.8	24,873,000	83.5
Southern Region	66,368	11.2	6,518,000	9.2	567,000	12.8	174,000	10.3	9,380,000	21.3	124,000	13.7	882,000,000	13.2	4,912,000	16.5

SOUTHERN REGIONAL COUNCIL, INC.
ROOM 432, 63 AUBURN AVENUE, N. E.
ATLANTA 3, GEORGIA

SPECIAL TYPES OF PUBLIC ASSISTANCE UNDER PLANS APPROVED BY THE SOCIAL SECURITY BOARD: NUMBER OF RECIPIENTS, AVERAGE PAYMENT AND TOTAL PAYMENTS TO RECIPIENTS, JUNE 1945 FOR ALL STATES, THE SOUTHERN REGION AND "THE REST OF THE UNITED STATES"

	Old-Age Assistance			Aid to Dependent Children			Aid to the Blind		
	Number of Recipients, June	Payments to Recipients: Average Payment, June	Payments to Recipients: Total Payments, June	Number of Recipients, Families, June	Payments to Recipients: Average Payment, June (Family)	Payments to Recipients: Total Payments, June (Families)	Number of Recipients, June	Payments to Recipients: Average Payment, June	Payments to Recipients: Total Payment, June
All States	2,038,440	$29.46	$60,047,496	255,577	$47.46	$12,129,940	55,465	$30.27	$1,679,185
Rest of U. S.	1,404,004	33.76	47,396,057	169,661	56.55	9,593,808	32,584	35.91	1,170,112
Southern Region	634,436	19.94	12,651,439	85,916	29.52	2,536,132	22,881	22.25	509.073

FILE COPY

DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT: NUMBER OF RECIPIENTS, PAYMENTS TO RECIPIENTS, TOTAL 1944 EXPENDITURES FOR ALL STATES, THE SOUTHERN REGION AND "THE REST OF THE UNITED STATES"

	Recipients				Payments to Recipients (In Thousands)						Total Expenditures 1944		Estimated Civilian Population, July 1, 1945	
	June, 1936		[illegible]		Fiscal Year 1936 - 1937		Fiscal Year 1944 - 1945		Cumulative February 1936 - June 1945					
	Number	Percent	Number	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Number	Percent
OLD AGE ASSISTANCE														
All States	603,710	100.0	2,038,440	100.0	$243,229	100.0	$704,036	100.0	$4,583,547	100.0	$ 732,296	100.0	127,409,297	[illegible].0
Southern Region	82,762	13.7	634,436	31.1	32,313	13.2	139,623	19.8	791,511	17.3	146,441	20.0	35,415,599	27.8
Rest of U. S.	520,948	86.3	1,404,004	68.9	210,916	86.8	564,413	80.2	3,792,036	82.7	585,855	80.0	91,993,698	72.2
AID TO DEPENDENT CHILDREN*														
All States	69,664	100.0	255,577	100.0	40,773	100.0	138,644	100.0	1,871,703	100.0	147,525	100.0	127,409,297	100.0
Southern Region	26,746	38.4	85,916	33.6	3,526	8.6	28,895	20.8	163,173	15.2	[illegible],029	20.5	35,415,599	27.8
Rest of U. S.	42,918	61.6	[illegible],661	66.4	37,247	91.4	109,749	79.2	908,530	84.8	117,296	79.5	91,993,698	72.2
AID TO THE BLIND														
All States	9,166	100.0	55,465	100.0	5,509	100.0	19,891	100.0	134,068	100.0	21,452	100.0	127,409,297	100.0
Southern Region	418	4.6	22,881	41.2	135	2.4	5,907	29.7	29,171	21.7	6,177	28.8	35,415,599	27.8
Rest of U. S.	8,748	95.4	32,584	58.8	5,374	97.6	13,984	70.3	104,897	78.3	15,275	71.2	91,993,698	72.2

*Number of recipients' families.

Please return to:

SOUTHERN REGIONAL COUNCIL, INC.
ROOM 432, 63 AUBURN AVENUE, N. E.
ATLANTA 3, GEORGIA

UNEMPLOYMENT COMPENSATION: STATE ACCOUNTS IN THE FEDERAL UNEMPLOYMENT TRUST FUND FOR THE SOUTHERN REGION, FISCAL YEAR 1944-45
(In thousands)

STATE	DEPOSIT	INTEREST	WITHDRAWALS	BAL. END OF YR.
All States	$1,255,281	$115,222	$72,504	$6,679,298
Rest of U. S.	1,088,858	100,072	65,479	5,798,379
Southern Region	166,858	15,150	7,025	880,919
Alabama	10,715	1,135	728	65,768
Arkansas	5,587	477	165	28,101
Florida	14,009	887	919	53,765
Georgia	14,890	1,307	500	76,263
Kentucky	12,340	1,464	925	83,592
Louisiana	18,658	1,251	572	74,850
Mississippi	6,095	399	160	24,050
North Carolina	18,489	1,741	335	100,563
Oklahoma	7,075	804	205	45,994
South Carolina	6,092	645	240	36,933
Tennessee	21,824	1,328	1,420	80,155
Texas	22,234	2,621	571	148,718
Virginia	8,850	1,091	285	62,167
		Percent		
All States	100.0	100.0	100.0	100.0
Rest of U. S.	86.7	86.8	90.3	86.8
Southern Region	13.3	13.2	9.7	13.2

Source: Annual Report, Federal Security Agency, 1945.

AID TO DEPENDENT CHILDREN: SELECTED DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT

State	Eligibility Conditions as of July, 1945			Usual State Maximum on Amount of monthly payment July 1, 1945		Average Payment Per Family		Number of Recipients			Payments to Recipients (in thousands)			Total Expenditures			
	Age limit for Chn. aided		Years of state residence required					Families		Children per 1000 population under 18 June, 1945	Fiscal year 1936-37	Fiscal year 1944-45	Cumulative February 1936-1945	Amount in thousands	Per Cent From		
	If attending School	If not attending School		First Child	Each additional Child	June 1936	June 1945	June 1936	June 1945						Federal Funds	State Funds	Local Fund
Region	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
								26,746	85,916		3,526	28,895	163,173	30,229			
Alabama	18	16	1	—	—	$8.86	$25.04	4,911	5,077	13	$ 678	$1,485	$9,236	$1,505	49.3	25.7	25.0
Arkansas	18	16	1	18	12	6.98	28.69	2,301	4,585	18	463	1,603	8,379	1,594	50.0	50.0	
Florida	18	16	1	18	12	—	33.50	—	5,476	21	—	1,764	7,984	1,429	50.00	50.0	
Georgia	16	16	-	18	12	-	24.96	-	3,935	8	-	1,186	8,785	1,287	50.0	44.8	5.2
Kentucky	18	16	1	18	12	-	21.72	-	4,730	13	-	1,232	2,150	1,193	50.0	50.0	
Louisiana	18	16	1	40	-	21.21	44.71	4,023	9,120	27	1,451	4,392	32,664	5,150	41.8	58.2	
Mississippi	18	16	-	15	5	-	25.91	-	2,837	9	-	878	2,789	828	50.0	50.0	
North Carolina	18	16	1	18	12	-	24.79	-	6,118	11	—	1,710	13,036	1,845	50.00	27.9	22.1
Oklahoma	18	16	1	18	12	8.83	34.16	15,511	14,793	47	934	5,712	32,418	5,778	50.0	50.0	
South Carolina	16	16	1	15	10	-	24.18	-	3,687	14	—	1,008	6,886	1,057	49.8	50.0	.2
Tennessee	18	16	1	18	12	-	30.23	-	11,008	27	—	4,047	23,798	4,269	50.0	34.3	15.7
Texas	14	14	1	16	8	-	20.80	-	11,096	11	—	2,697	9,678	2,926	50.0	50.0	
Virginia	18	16	1	—	—	—	29.56	-	3,454	10	—	1,181	6,250	1,368	49.2	28.9	21.9

SOURCE: Social Security Bulletin, Vol. 8, No. 8, August, 1945.

GENERAL ASSISTANCE CASES AND PAYMENTS TO CASES FOR THE SOUTHERN REGION, JUNE 1945.

STATE	CASES		PAYMENT TO CASES		
	Number	% of total	Amount	% of total	Average
All States	234,000	100.0	$6,804,000	100.0	$29.06
Southern Region	39,482	16.9	516,742	7.6	13.08
Rest of U. S.	194,518	83.1	6,287,258	92.4	32.32
Alabama	3,107	—	43,251	—	13.92
Arkansas	2,670	—	31,677	—	11.86
Florida	4,700	—	44,000	—	—
Georgia	2,549	—	30,765	—	12.07
Kentucky	1,500	—	21,000	—	—
Louisiana	7,314	—	131,107	—	17.93
Mississippi	321	—	2,729	—	8.50
North Carolina	2,367	—	25,293	—	10.69
Oklahoma	5,074	—	48,505	—	—
South Carolina	2,705	—	30,682	—	11.34
Tennessee	1,200	—	10,000	—	—
Texas	2,900	—	46,000	—	—
Virginia	3,102	—	51,731	—	16.68

SOUTHERN REGIONAL COUNCIL, INC.
ROOM 432, 63 AUBURN AVENUE, N. E.
ATLANTA 3, GEORGIA

OLD AGE ASSISTANCE: SELECTED DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT

State	Eligibility Conditions as of July 1, 1945		Usual State Maximum on Amount of Individual Payment July 1, 1945	Average Payment		Number of Recipients			Payments to Recipients (In Thousands)			Total Expenditures 1944			
	Citizenship Requirement	Years of State Residence		June 1936	June 1945	June 1936	June 1945	Per 1,000 Population Aged 65 And Over	Fiscal Year 1936-37	Fiscal Year 1944-45	Cumulative February, 1936-June-1945	Amount in Thousands	Percent From Federal Funds	Percent From State Funds	Percent From Local Funds
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Region					19.94	82,762	634,436		32,313	139,623	799,511	146,441			
Alabama		1	$40	$10.71	$15.51	8,353	31,948	209	$ 1,371	$ 5,887	$ 24,980	$ 5,908	49.4	26.2	24.4
Arkansas		1	30	5.90	17.99	9,829	27,906	233	1,400	5,965	25,754	5,713	50.3	49.7	
Florida	X	5	40	-	28.88	-	40,815	280	837	13,461	57,268	11,919	49.7	50.3	
Georgia		1	30	-	11.42	-	66,438	380	-	9,081	44,045	9,792	48.5	46.3	5.2
Kentucky	X	5	30	-	11.46	-	48,190	237	1,681	6,990	48,027	7,538	49.2	50.8	
Louisiana		3	75	10.29	23.65	9,156	36,445	276	1,955	9,877	50,165	10,402	48.2	51.8	
Mississippi		1	30	3.62	15.42	14,325	27,537	220	795	4,932	21,594	4,221	48.4	51.6	
North Carolina	X	1	40	-	12.50	-	32,743	186	-	4,683	33,284	4,943	48.2	28.0	23.8
Oklahoma		5	40	7.93	29.27	41,099	78,275	495	6,854	20,027	150,975	25,529	50.3	49.7	
South Carolina	X	5	20	-	14.14	-	21,393	233	-	3,570	19,334	3,832	47.2	52.6	.2
Tennessee		5	40	-	16.08	-	37,917	202	-	7,541	41,196	7,948	49.9	38.2	11.9
Texas	X	5	30	-	23.90	-	169,812	440	17,420	45,146	260,133	45,915	50.7	49.3	
Virginia		5	40	-	13.70	-	15,037	87	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	55.6	21.4

SOURCE: Social Security Bulletin, Vol. 8, No. 8, August, 1945.

AID TO THE BLIND: SELECTED DATA FOR PROGRAMS UNDER THE SOCIAL SECURITY ACT

State	Eligibility Conditions as of July 1, 1945				Usual State Maximum on Amount of Individual Payment July 1, 1945	Average Payment		Number of Recipients			Payments to Recipients (in thousands)			Total Expenditures - 1944			
	Minimum Age Requirement	Citizenship Requirement	Years of Residence: If Right Lost While Resident	Years of Residence: Others		June 1936	June 1945	June 1936	June 1945	Per 100,000 Population June 1945	Fiscal year 1936-37	Fiscal year 1944-45	Cumulative February 1936 - June, 1945	Amount in Thousands	Percent From: Federal Funds	Percent From: State Funds	Percent From: Local Funds
Region	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
								418	22,881		135	5,907	29,171	6,177			
Alabama	-	-	-	1	$40	$ -	$15.93	-	757	27	$ 4	$ 146	$ 711	$ 151	50.0	25.5	24.5
Arkansas	16	-	-	1	40	5.52	19.87	398	1,218	69	57	294	1,382	295	50.0	50.0	
Florida	-	-	5	5	40	-	29.95	-	2,268	96	-	802	3,883	745	50.0	50.0	
Georgia	21	-	1	1	30	-	14.15	-	2,020	63	-	350	1,982	391	50.0	44.8	5.2
Kentucky	-	-	1	1	40	-	12.96	-	1,576	60	-	249	664	260	50.0	50.0	
Louisiana	-	-	-	3	75	-	27.25	-	1,367	54	-	444	2,315	502	49.0	51.0	
Mississippi	-	-	1	1	30	-	22.18	-	1,456	67	-	328	1,165	252	50.0	50.0	
North Carolina	-	-	1	1	40	18.40	18.63	20	2,334	66	-	477	3,252	541	50.0	23.9	26.1
Oklahoma	-	-	-	5	40	-	34.37	-	1,847	89	74	691	4,421	694	50.0	50.0	
South Carolina	-	-	-	5	25	-	20.24	-	922	48	-	211	1,063	217	49.5	50.2	.3
Tennessee	16	-	5	5	40	-	19.99	-	1,537	54	-	372	2,195	388	50.0	38.0	12.0
Texas	21	X	5	5	30	-	24.36	-	4,625	67	-	1,342	4,945	1,514	50.0	50.0	
Virginia	-	-	5	5	40	-	18.14	-	954	30	-	201	1,193	227	50.0	28.8	21.2

SOURCE: Social Security Bulletin, Vol. 8, No. 8, August, 1945.

SOUTHERN REGIONAL COUNCIL
ROOM 432, 63 AUBURN AVENUE, N. E.
ATLANTA 3, GEORGIA

UNEMPLOYMENT COMPENSATION: SELECTED DATA ON BENEFITS, CLAIMS, EMPLOYMENT AND FINANCE FOR THE SOUTHERN REGION, FOR SPECIFIED PERIODS, 1944-1945

State	Beneficiaries, Fiscal Year	Benefit Payments, Fiscal Year			Weeks Compensated, Fiscal Year (In Thousands)	Initial Claims, Fiscal Year, (In Thousands)	Workers With Wage Credits, Calendar Year (In Thousands)	Employers Subject to State Law, June 30 (In Thousands)	Funds Available for Benefits June 30 (In Millions)	Federal Grants for Administration, Fiscal Year (In Thousands)
		Total Amount (In Thousands)	Average Weekly Benefit for Total Unemployment	Ratio of Benefits to Collections (Percent)						
All States	594,348	$71,209	$16.70	5.7	4,447	1,688	44,000	903	$ 6,685	$29,785
Rest of U. S.	527,980	64,691			3,880	1,514	34,620	779	5,803	24,873
Southern Region	66,368	6,518			567	174	9,380	124	882	4,912
Alabama	5,366	695	11.68	6.5	60	13	738	6	66	339
Arkansas	2,146	151	10.95	2.7	14	7	363	19	28	266
Florida	10,807	876	13.03	6.2	70	20	679	8	54	344
Georgia	4,791	483	11.70	3.3	42	12	864	9	76	427
Kentucky	6,086	595	10.56	4.8	58	19	529	9	84	352
Louisiana	5,043	590	14.69	3.2	42	13	672	12	75	371
Mississippi	1,783	159	11.27	2.6	15	6	349	4	24	204
North Carolina	4,745	322	9.22	1.8	36	14	777	11	101	489
Oklahoma	2,080	209	14.60	3.0	15	8	489	6	46	258
South Carolina	2,208	222	10.65	3.6	21	9	433	4	37	252
Tennessee	12,501	1,382	11.66	6.3	120	27	880	7	80	385
Texas	5,530	583	12.12	2.6	49	21	1,820	20	149	819
Virginia	3,282	251	10.80	2.8	25	5	787	9	62	406

Source: Annual Report, Federal Security Agency, 1945.

Old age assistance under plans approved by the Social Security Board: Number of recipients average payment and total payments to recipients June 1945, total payments to recipients fiscal year 1944-45 for the Southern Region, and percentage expenditures by source

State	Number of recipients June	Payment to recipients			Total expenditures 1944		
		Average payment June	Total payment June	Total payment fiscal year	Federal funds %	State funds %	Local funds %
Southern Region			#				
Alabama	31,948	15.51	495,513.48				
Arkansas	27,906	17.99	502,028.94				
Florida	40,815	28.88	1,178,737.20				
Georgia	66,418	11.42	758,493.56				
Kentucky	48,190	11.46	552,257.40				
Louisiana	36,445	23.65	861,924.25				
Mississippi	27,537	15.42	424,620.54				
North Carolina	32,743	12.50	409,287.50				
Oklahoma	78,275	29.27	2,291,109.25				
South Carolina	21,393	14.14	302,497.02				
Tennessee	37,917	16.08	609,905.36				
Texas	169,812	23.90	2,938,977.69				
Virginia	15,037	13.70	206,006.90				

Aid to dependent children under plans approved by the Social Security Board: Number of recipients, average payment, and total payments to family recipients, June 1945, by State, and percentage expenditures by source

Total payments to recipients fiscal year 1944-45

State	No. of recipients (June)		Payment to recipients			Total expenditures 1945		
	Children	Families	Average payment per family, June	Total family payments June	Total fiscal year	Federal funds	State funds	Local funds
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
All States (49 states)	646,575	255,577	$47.46	12,129,940	$138,084,000	37.4	45.2	17.4
					* not computed			
Alabama ✓	14,045	5,077	25.04	127,107		49.3	25.7	25.0
Alaska	95	31	*	1,655		—	—	—
Arizona	4,083	1,417	39.52	55,997		50.0	50.0	—
Arkansas ✓	12,044	4,585	28.69	131,534		50.0	50.0	—
California	16,525	6,552	81.20	532,046		26.3	37.9	35.8
Colorado	8,751	3,208	53.22	170,721		50.0	24.8	25.2
Connecticut	5,123	2,017	77.39	156,099		25.0	46.4	28.6
Delaware	779	271	67.88	18,395		34.3	36.9	28.8
D. of Columbia	1,887	599	59.95	35,911		38.4	61.6	—
Florida ✓	13,548	5,476	33.50	183,491		50.0	50.0	—
Georgia ✓	9,851	3,935	24.96	98,201		50.0	44.8	5.2
Hawaii	1,614	516	59.34	30,622		35.0	65.0	—
Idaho	3,198	1,191	36.44	43,395		50.0	50.0	—
Illinois	47,443	19,826	49.87	988,634		46.9	53.1	—
Indiana	14,109	6,053	36.47	220,776		44.9	32.1	23.0
Iowa	7,636	3,056	27.21	83,166		50.0	26.9	23.1
Kansas	7,274	2,860	49.13	140,525		36.7	29.5	33.8
Kentucky ✓	12,704	4,730	21.72	102,751		50.0	50.0	—
Louisiana ✓	23,505	9,120	44.71	407,786		41.8	58.2	—
Maine	3,697	1,318	63.71	83,976		33.9	36.1	30.0
Maryland	8,251	2,875	37.53	107,890		50.0	30.9	19.1
Massachusetts	17,632	7,161	80.32	575,197		24.6	31.7	43.7
Michigan	30,417	12,591	60.25	758,617		29.3	66.8	3.9
Minnesota	11,889	4,697	41.91	196,869		42.6	26.4	31.0

Note: Omit 1st column — multiply

State dependent ch. cont.

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Mississippi ✓	7,293	2,837	$25.91	73,508		50.0	50.0	—
Missouri	28,080	10,913	33.72	367,962		50.0	49.7	.3
Montana	3,310	1,299	45.13	58,620		49.8	34.5	15.7
Nebraska	5,185	2,210	32.79	72,788		50.0	50.0	—
Nevada	131	66	28.71	1,895	*	—	—	—
New Hampshire	1,844	745	68.37	50,937		31.1	68.9	—
New Jersey	8,087	3,238	58.52	189,481		34.4	35.2	30.4
New Mexico	6862	2,542	38.56	98,018		45.3	54.7	—
New York	44,120	18,948	74.58	1,413,221		25.3	26.9	47.8
North Carolina ✓	15,747	6,118	24.79	151,646		50.0	27.9	22.1
North Dakota	4,078	1,468	54.96	80,687		38.6	31.8	29.6
Ohio	20,083	7,391	54.27	401,106		35.6	29.1	35.3
Oklahoma ✓	35,433	14,793	34.16	505,365		50.0	50.0	—
Oregon	3,018	1,244	79.46	98,853		25.5	46.1	28.4
Pennsylvania	58,240	21,913	63.71	1,396,022		34.2	65.8	—
Rhode Island ✓	3,200	1,234	67.85	83,723		28.6	71.4	—
South Carolina	10,755	3,687	24.18	89,143		49.8	50.0	.2
South Dakota	3,350	1,446	40.41	58,436		49.8	49.8	.4
Tennessee ✓	28,682	11,008	30.23	332,750		50.0	34.3	15.7
Texas ✓	24,291	11,096	20.80	230,810		50.0	50.0	—
Utah	4,890	1,847	73.24	135,267		27.4	57.8	14.8
Vermont	1,481	576	34.51	19,878		50.0	26.4	23.6
Virginia ✓	9,811	3,454	29.56	102,100		49.2	28.9	21.9
Washington	8,761	3,543	90.20	319,575		22.8	77.2	—
West Virginia	19,875	7,128	32.67	232,886		50.0	50.0	—
Wisconsin	13,318	5,475	54.92	300,683		32.8	31.7	35.5
Wyoming	776	283	59.47	16,829		40.7	35.6	23.7

* Not computed. Average payment not calculated on base of less than 50 families.

Figures underlined represent programs administered without Federal participation.

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Aid to blind under plans approved by the Social Security Board: Number of recipients, average payment and total payments to recipients June 1945, total payments to recipients fiscal year 1944-45 by State, and percentage expenditures by source

State	Number of recipients June	Payments to recipients			Total Expenditures		
		Average payment, June	Total payment June	Total payment fiscal year	Federal funds	State funds	Local funds
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
All States 46 states	55,465	30.27	1,679,185	$19,802,000	47.5	38.9	13.6
Alabama ✓	757	$15.93	12,060		50.0	25.5	24.5
Alaska	—	—			—	—	—
Arizona	450	46.01	20,705		45.3	54.7	—
Arkansas ✓	1,218	19.87	24,196		50.0	50.0	—
California	5,415	47.77	258,679		40.2	29.4	30.4
Colorado	468	36.67	17,161		50.0	25.1	24.9
Connecticut	130	35.72	4,644		47.8	52.2	—
Delaware	—	—			—	—	—
D. of Columbia	200	35.30	7,060		49.1	50.9	—
Florida ✓	2,268	29.95	67,926		50.0	50.0	—
Georgia ✓	2,020	14.15	28,593		50.0	44.8	5.2
Hawaii	64	25.09	1,606		49.7	50.3	—
Idaho	206	31.44	6,477		50.0	50.0	—
Illinois	5,149	33.73	173,679		49.3	50.7	—
Indiana	2,025	29.66	60,052		49.9	47.4	2.7
Iowa	1,253	33.11	41,481		50.0	25.5	24.5
Kansas	1,062	31.20	33,132		48.1	25.4	26.5
Kentucky ✓	1,576	12.96	20,429		50.0	50.0	—
Louisiana ✓	1,367	27.25	37,254		49.0	51.0	—
Maine	815	30.62	24,952		50.0	50.0	—
Maryland	438	31.22	13,675		50.0	16.5	33.5
Massachusetts	959	44.39	42,573		45.0	55.0	—
Michigan	1,251	34.46	43,105		50.0	50.0	less than .05

State Blind

* Estimated
Est. –

	(1)	(2)	(3)	(4)	(5)	(6)	(7)
Minnesota	947	$37.68	35,680		47.2	47.5	5.3
Mississippi ✓	1,456	22.18	32,288		50.0	50.0	—
Missouri	3,000*	—	75,000*		—	—	—
Montana	324	34.44	11,159		49.8	32.9	17.3
Nebraska	447	29.34	13,116		50.0	50.0	—
Nevada	28	** —	1,142		—	—	—
New Hampshire	269	30.73	8,267		50.0	50.0	—
New Jersey	534	33.46	17,869		49.1	3.7	47.2
New Mexico	246	29.00	7,135		50.0	50.0	—
New York	2,920	39.13	114,249		45.7	27.4	26.9
North Carolina ✓	2,334	18.63	43,475		50.0	23.9	26.1
North Dakota	113	32.33	3,653		48.4	48.2	3.4
Ohio	3,017	27.00	81,465		49.9	16.4	33.7
Oklahoma ✓	1,847	34.37	63,487		50.0	50.0	—
Oregon	370	46.25	17,114		42.5	35.6	21.9
Pennsylvania	12,700	29.79	378,348	Estimated	—	—	—
Rhode Island	103	31.39	3,233		47.6	52.4	—
South Carolina ✓	922	20.24	18,665		49.5	50.2	.3
South Dakota	220	22.15	4,872		49.8	49.9	.3
Tennessee ✓	1,537	19.99	30,727		50.0	38.0	12.0
Texas ✓	4,625	24.36	112,671		50.0	50.0	—
Utah	127	38.90	4,940		43.7	42.0	14.3
Vermont	144	28.49	4,102		50.0	50.0	—
Virginia ✓	954	18.14	17,302		50.0	28.8	21.2
Washington	583	54.12	31,551		49.7	50.3	—
West Virginia	823	20.98	17,265		50.0	50.0	—
Wisconsin	1,400	29.36	41,105		50.0	30.1	19.9
Wyoming	112	38.89	4,356		47.3	51.5	1.2

*Estimated

** Not computed. Avg. payment not calculated on base of less than 50 recipients

Figures underlined represent programs administered without Federal Participation

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Aid to dependent children: Selected

State	Eligibility conditions as of July 1, 1945: Age limit for children aided: If attending school	If not attending school	Years of State residence required	Usual State maximum on amount of monthly payment July 1, 1945: First child	Each additional child	Average payment per family: June 1936	June 1945
All States	—	—	—	—	—	23.46	47.46
Alabama	18	16	1	—	—	8.86	25.04
Arizona	16	16	1	$18	12	27.98	39.52
Arkansas	18	16	1	18	12	6.98	28.69
California	18	18	1	—	—	—	81.20
Colorado	18	16	1	—	—	26.87	53.22
Connecticut	18	16	1	—	—	—	77.39
Del	18	16	1	—	—	—	67.88
Dis	18	18	1	—	—	37.50	59.95
Flo	18	16	1	18	12	—	33.50
Geo	16	16	—	18	12	—	24.96
Hawaii	18	18	1	—	—	—	59.34
Idaho	18	16	1	—	—	25.94	36.44
Ill	18	16	1	40	12	—	49.87
Ind	18	16	1	20	12	—	36.47
Iowa	18	16	1	18	12	—	27.21
Kansas	18	16	1	—	—	—	49.13
Ken	18	16	1	18	12	—	21.72
Louis	18	16	1	40	—	21.21	44.71
Maine	18	16	1	—	—	35.69	63.71
Maryland	18	16	1	18	12	29.50	37.53
Mass	18	16	1	—	—	59.48	80.32
Michigan	18	16	1	50	9	—	60.25
Minn	18	16	1	46	12	—	41.91

Data for programs under the [redacted] Social Security Act

Number of recipients: Families, June 1936	Families, June 1945	Children per 1000 population under age 18, June 1945	Payments to recipients (in thousands): Fiscal year 1936-37	Fiscal year 1944-45	Cumulative February 1936-June 1945	Total expenditures, 1944: Amount (in thousands)	Percent from: Federal funds	State funds	Local funds
69,664	255,577	16	40,773	138,644	1,071,703	147,525	37.4	45.2	17.4
4,911	5,077	13	678	1,485	9,236	1,505	49.3	25.7	25.0
465	1,417	18	315	655	6,774	711	50.0	50.0	—
2,301	4,585	18	463	1,603	8,379	1,594	50.0	50.0	—
—	6,552	8	3,468	6,085	57,337	6,634	26.3	37.9	35.8
997	3,208	25	913	1,595	15,213	1,626	50.0	24.8	25.2
—	2,017	10	—	1,744	5,183	1,678	25.0	46.4	28.6
—	271	10	128	200	1,647	210	34.3	36.9	28.8
1,533	599	10	721	402	4,763	428	38.4	61.6	—
—	5,476	21	—	1,764	7,984	1,429	50.0	50.0	—
—	3,935	8	—	1,186	8,785	1,287	50.0	44.8	5.2
—	516	—	22	357	3,263	360	35.0	65.0	—
1,390	1,191	18	587	576	7,728	673	50.0	50.0	—
—	19,826	22	—	10,496	34,742	9,690	46.9	53.1	—
—	6,053	13	1,114	2,813	38,423	3,362	44.9	32.1	23.0
—	3,056	11	—	997	1,440	1,035	50.0	26.9	23.1
—	2,860	14	—	1,726	16,067	2,059	36.7	29.5	33.8
—	4,730	13	—	1,232	2,150	1,193	50.0	50.0	—
4,023	9,120	27	1,451	4,392	32,664	5,150	41.8	58.2	—
1,185	1,318	14	545	953	6,965	977	33.9	36.1	30.0
5,494	2,875	13	1,903	1,247	20,022	1,468	50.0	30.9	19.1
4,724	7,161	15	3,782	6,601	62,765	7,008	24.6	31.7	43.7
—	12,591	17	2,860	9,065	70,410	9,529	29.3	66.8	3.9
—	4,697	15	—	2,457	24,246	2,840	42.6	26.4	31.0

Miss	18	16	—	15	5	—	23.91
Missouri	16	14	1	18	12	—	33.72
Mon Lina	18	16	1	—	—	—	45.13
Nebraska	16	16	1	—	—	22.58	32.79
New Hamp	16	16	1	—	—	34.92	68.37
New Jer	18	16	1	—	—	26.40	58.52
New Mex	18	16	1	—	—	29.28	38.56
New York	18	16	1	—	—	—	74.58
No. Ca.	18	16	1	18	12	—	24.79
No. Dakota	18	18	1	—	—	—	54.96
Ohio	18	16	1	—	—	—	54.27
Okla	18	16	1	18	12	8.83	34.16
Oregon	18	16	1	—	—	—	79.46
Penn	18	16	1	—	—	—	63.71
Rhode Is	18	18	—	—	—	—	67.85
So Car.	16	16	1	15	10	—	24.18
So Dak	18	16	1	30	12	—	40.41
Tenn	18	16	1	18	12	—	30.23
Texas	14	14	1	16	8	—	20.80
Utah	18	16	1	—	—	29.07	73.24
Vermont	16	16	1	18	12	18.95	34.51
Vir	18	16	1	—	—	—	29.56
Wash	18	16	1	—	—	26.62	90.20
West Vir	18	16	1	18	12	—	32.67
Wisconsin	18	16	1	—	—	28.28	54.92
Wyoming	18	16	1	—	—	28.93	59.67

—	2,837	9	—	878	2,789	828	50.0	50.0	—
—	10,913	26	—	4,326	27,182	4,645	50.0	49.7	.3
—	1,299	21	71	569	5,867	628	49.8	34.5	15.7
1,406	2,220	13	939	950	13,156	1,155	50.0	50.0	—
346	745	13	147	521	3,088	477	31.1	68.9	—
10,237	3,238	7	3,448	2,252	30,774	2,242	34.4	35.2	30.4
32	2,542	32	254	1,081	5,979	1,008	45.3	54.7	—
—	18,948	13	2,115	16,546	141,055	18,344	25.3	26.9	47.8
—	6,118	11	—	1,710	13,036	1,845	50.0	27.9	22.1
—	1,468	20	—	727	6,179	961	38.6	31.8	29.6
—	7,391	10	3,172	4,861	43,624	5,433	35.6	29.1	35.3
15,511	14,793	47	934	5,712	32,418	5,778	50.0	50.0	—
—	1,244	9	18	1,111	7,244	1,105	25.5	46.1	28.4
—	21,913	20	4,186	15,160	135,091	16,888	34.2	65.8	—
—	1,234	15	209	933	5,988	930	28.6	71.4	—
—	3,687	14	—	1,008	6,006	1,057	49.8	50.0	.2
—	1,446	17	—	604	2,710	625	49.8	49.8	.4
—	11,008	27	—	4,047	23,798	4,269	50.0	34.3	15.7
—	11,096	11	—	2,695	9,678	2,926	50.0	50.0	—
1,501	1,847	21	718	1,607	12,830	1,708	27.4	57.8	14.8
291	577	14	80	228	1,740	241	50.0	26.4	23.6
—	3,454	10	—	1,181	6,250	1,368	49.2	28.9	21.9
4,370	3,543	17	1,886	3,432	21,703	3,431	22.8	77.2	—
—	7,128	28	230	2,717	20,751	2,801	50.0	50.0	—
8,046	5,475	14	3,302	3,782	42,374	4,103	32.8	31.7	35.5
501	283	10	217	174	2,208	208	40.7	35.6	23.7

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Aid to the blind: Selected data for

State	Eligibility conditions as of July 1, 1945				Usual State maximum on amount of individual payment, July 1, 1945	Average payment	
	Minimum age requirement	Citizenship requirement	Years of residence			June 1956	June 1945
			If sight lost while resident	Others			
All States	—	—	—	—	—	$18.80	$30.27
Alabama	—	—	—	1	$40	—	15.93
Arizona	16	—	—	5	50	17.95	46.01
Arkansas	16	—	—	1	40	5.52	19.87
California	16	—	—	5	60	—	47.77
Colorado	—	—	—	5	40	19.13	36.67
Connecticut	—	X	5	5	40	10.28	35.22
Dist. of Col.	16	X	1	5	—	23.56	35.30
Florida	—	—	5	5	40	—	29.95
Georgia	21	—	1	1	30	—	14.15
Hawaii	—	—	1	1	—	—	25.09
Idaho	—	—	5	5	—	24.92	31.46
Illinois	18	—	—	1	40	—	33.73
Indiana	18	X	—	5	40	17.80	29.66
Iowa	18	X	—	5	—	—	33.11
Kansas	—	—	5	5	—	—	31.20
Kentucky	—	—	1	1	40	—	12.96
Louisiana	—	—	—	3	75	—	27.25
Maine	16	—	5	5	40	14.39	30.62
Maryland	—	—	1	1	40	16.15	31.22
Massachusetts	21	—	3	3	—	15.55	44.39
Michigan	16	—	—	5	40	—	34.46
Minnesota	21	—	—	5	—	—	37.68
Mississippi	—	—	1	1	30	—	22.1

Programs under the Social Security Act

Number of recipients			Payments to recipients (in thousands)			Total expenditures, 1945			
June 1936	June 1945	Per 100000 population June 1945	Fiscal year 1936-37	Fiscal year 1944-45	Cumulative February 1936-June 1945	Amount (in thousands)	Percent from Federal funds	State funds	Local funds
9,166	55,465	46	5,509	19,891	134,068	21,452	47.5	38.9	13.6
	×	×	×		×	×		×	
—	757	27	4	146	711	151	50.0	25.5	24.5
40	450	70	34	232	1,272	219	45.3	54.7	—
398	1,218	69	57	29x	1,382	295	50.0	50.0	—
—	5,415	62	1,908	3,224	32,917	3,643	40.2	29.4	30.4
500	468	41	180	215	2,079	248	50.0	25.1	24.9
239	130	7	—	55	491	59	47.8	52.2	—
34	200	22	27	94	757	110	49.1	50.9	—
—	2,268	96	—	802	3,883	745	50.0	50.0	—
—	2,020	63	—	350	1,982	391	50.0	44.8	5.2
—	64	not available	—	19	122	19	49.7	50.3	—
	×	×	×				×		
219	206	39	72	81	769	89	50.0	50.0	—
—	5,149	67	—	2,045	4,340	2072	49.3	50.7	—
1,068	2,025	59	303	767	6,011	890	49.9	47.4	2.7
—	1,253	55	—	510	3,618	542	50.0	25.5	24.5
—	1,062	60	—	397	2,734	455	48.1	25.4	26.5
—	1,576	60	—	249	664	260	50.0	50.0	—
—	1,367	54	—	444	2,315	502	49.0	51.0	—
1,090	815	103	245	294	2,928	301	50.0	50.0	—
548	438	21	131	161	1,523	176	50.0	16.5	33.5
1,076	959	23	198	486	3,213	484	45.0	55.0	—
×	×	×	×				×		
—	1,251	23	97	509	3,118	522	50.0	50.0	—
—	947	38	—	407	2,605	435	47.2	47.5	5.3
—	1,456	67	—	328	1,165	252	50.0	50.0	—

Montana	—	—	5	5	40	—	34.48
Nebraska	16	—	5	5	40	18.31	29.34
New Hampshire	16	—	1	1	40	17.79	30.73
New Jersey	21	—	1	1	—	—	33.46
New Mexico	18	—	—	5	40	19.90	29.00
New York	—	—	1	1	—	—	39.13
No. Carolina	—	—	1	1	40	18.40	18.63
No. Dakota	—	X	1	1	—	—	32.33
Ohio	18	—	—	5	40	—	27.00
Oklahoma	—	—	—	5	40	—	34.37
Oregon	—	—	5	5	—	25.03	46.25
Rhode Island	—	—	—	—	—	—	31.39
So. Carolina	—	—	—	5	25	—	24.24
So. Dakota	18	—	—	2	40	—	22.15
Tennessee	16	—	5	5	40	—	19.99
Texas	21	X	5	5	30	—	24.36
Utah	—	—	5	5	40	21.50	38.90
Vermont	—	X	—	2	40	18.72	28.49
Virginia	—	—	5	5	40	—	18.14
Washington	16	—	1	5	—	31.91	54.12
West Virginia	—	—	1	1	40	—	20.98
Wisconsin	18	—	—	5	40	21.01	29.36
Wyoming	—	—	5	5	50	32.92	38.89

—	324	7.0	—	120	597	126	49.8	32.9	17.3
334	447	37	119	152	1,502	169	50.0	50.0	—
264	269	59	64	96	835	99	50.0	50.0	—
—	534	13	120	206	1,745	232	49.1	3.7	47.2
10	246	46	27	89	539	102	50.0	50.0	—
—	2,920	23	47	1,320	8,093	1,530	45.7	27.4	26.9
20	2,334	66	—	477	3,252	541	50.0	23.9	26.1
—	113	21	2	45	322	50	48.4	48.2	3.4
—	3,017	44	693	982	8,785	1,128	49.9	16.4	33.7
—	1,847	89	74	691	4,421	694	50.0	50.0	—
58	370	30	91	200	1,406	195	42.5	35.6	21.9
—	103	13	—	34	160	35	47.6	52.4	—
—	922	48	—	211	1,063	217	49.5	50.2	.3
—	220	39	—	57	394	60	49.8	49.9	.3
—	1,537	54	—	372	2,195	388	50.0	38.0	12.0
—	4,625	67	—	1,342	4,945	1,514	50.0	50.0	—
203	127	21	66	62	605	70	43.7	42.0	14.3
86	144	46	20	52	374	57	50.0	58.0	—
—	954	30	—	201	1,193	227	50.6	28.8	21.2
677	583	28	297	302	3,506	326	49.7	50.3	—
2,125	823	48	36	218	1,728	236	50.0	50.0	—
177	1,400	47	524	501	5,274	540	50.0	30.1	19.9
	112	44	72	52	532	57	47.3	51.5	1.2

Old Age assistance: Selected data for

State	Eligibility Conditions as of July 1, 1945: Citizenship Requirement	Years of State residence	Usual State maximum on amount of individual payment July 1, 1945	Average payment: June 1936	June 1945	Number of Recipients: June 1936	June 1945	Per 100 Population 65 and over
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
51 All States				$15.99	$29.46	603,710	2,038,440	[illegible]
Alabama		1	$40	$10.71	$15.51	8,353	31,948	[illegible]
Alaska	X	5	60	—	34.49	—	1,321	[illegible]
Arizona	X	5	40	—	38.55	—	9,431	[illegible]
Arkansas		1	30	5.90	17.99	9,829	27,906	[illegible]
California	X	5	50	23.24	47.32	42,718	157,876	[illegible]
Colorado	X	5	45	19.07	41.35	21,267	40,448	[illegible]
Connecticut	X	5	40	22.39	36.73	7,949	13,878	[illegible]
Delaware	X	5	30	10.29	15.84	2,398	1,297	[illegible]
District of Columbia	X	5	—	25.26	31.89	478	2,434	[illegible]
Florida	X	5	40	—	28.88	—	40,815	[illegible]
Georgia		1	30	—	11.42	—	66,418	[illegible]
Hawaii		1	—	—	22.59	—	1,436	[illegible]
Idaho		5	—	21.12	30.22	7,073	9,638	[illegible]
Illinois	X	5	40	—	31.93	—	121,529	[illegible]
Indiana	X	5	40	7.97	25.61	31,576	55,184	[illegible]
Iowa	X	5	—	14.54	31.72	29,584	49,277	[illegible]
Kansas		5	—	—	28.82	—	20,087	[illegible]
Kentucky	X	5	30	—	11.46	—	48,190	[illegible]
Louisiana		3	75	10.29	23.65	9,156	36,445	[illegible]
Maine	X	5	40	19.75	29.59	1,057	14,894	[illegible]
Maryland	X	5	40	12.77	27.77	9,797	11,556	[illegible]
Massachusetts	X	3	—	23.49	42.76	28,334	74,561	[illegible]

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Programs under the Social Security Act. (S S B Rev. 47 v. 8 no. 8.

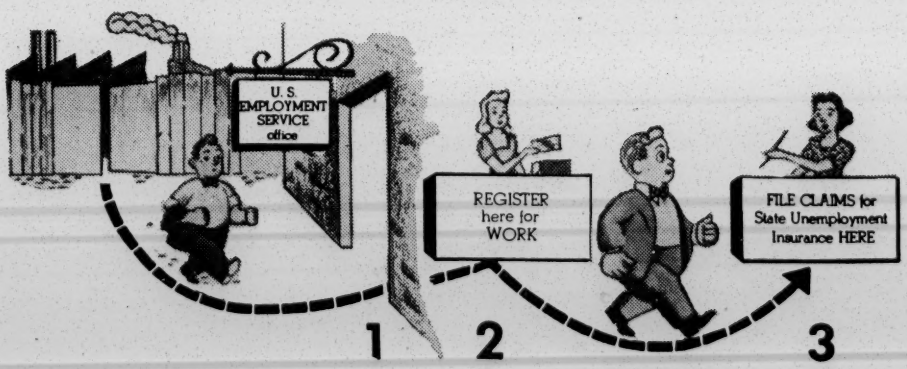
Payments to recipients (in thousands)			Total expenditures, 1944 x			
				Percent from		
Fiscal year 1936-37	Fiscal year 1944-45	Cumulative February 1936 – June 1945	Amount (in thousands)	Federal funds	State funds	Local funds
(9)	(10)	(11)	(12)	(13)	(14)	(15)
243,229	704,036	4,583,547	732,296	47.5	44.6	7.9
—						
1,371	5,887	24,980	5,908	49.4	26.2	24.4
—	534	3,742	549	48.0	52.0	—
—	4,390	25,648	4,567	50.4	49.6	—
1,400	5,965	25,754	5,713	50.3	49.7	—
3,731	89,516	555,986	93,577	41.2	46.9	11.9
8,587	20,204	143,982	20,813	44.8	54.5	.7
3,594	5,979	48,179	6,088	47.8	52.2	—
375	254	3,099	302	46.1	53.9	—
431	971	8,539	1,117	46.1	53.9	—
837	13,461	57,268	11,919	49.7	50.3	—
—	9,081	44,045	9,792	48.5	46.3	5.2
77	382	2,411	486	39.1	60.9	—
2,175	3,555	24,599	3,724	50.1	49.9	—
16,228	46,469	330,180	49,693	50.1	49.9	—
5,663	17,083	120,988	18,194	49.4	29.7	20.9
5,490	18,287	120,479	18,338	49.2	50.4	.4
—	9,681	56,341	10,366	47.1	28.7	24.2
1,681	6,990	48,027	7,538	49.2	50.8	—
1,955	9,877	50,165	10,402	48.2	51.8	—
803	5,134	28,863	5,124	49.5	50.5	—
2,444	3,838	32,780	4,203	48.1	35.2	16.7
4,854	37,308	263,364	39,228	42.6	37.1	20.3

Michigan		5	40	16.39	30.65	27,697	07,331	[illegible]
Minnesota	X	5	40	18.44	30.12	38,813	54,820	[illegible]
Mississippi		1	30	3.62	15.42	14,325	27,537	[illegible]
Missouri		5	30	8.95	23.36	15,449	100,406	[illegible]
Montana		5	40	12.89	31.10	986	19,733	[illegible]
Nebraska		5	40	15.49	28.74	20,600	24,108	[illegible]
Nevada	X	5	40	—	38.42	—	1,919	[illegible]
New Hampshire	X	5	40	20.77	30.03	2,667	6,545	[illegible]
New Jersey		1	—	15.88	31.74	15,904	23,576	[illegible]
New Mexico		5	50	14.47	31.81	757	5,843	[illegible]
New York		1	—	20.59	34.79	58,662	103,550	[illegible]
North Carolina	X	1	40	—	12.50	—	32,743	186
North Dakota	X	1	—	15.32	33.32	2,293	8,722	[illegible]
Ohio	X	5	40	15.10	29.85	86,037	118,242	199
Oklahoma		5	40	7.93	29.27	41,099	78,275	[illegible]
Oregon		5	—	20.51	35.37	9,459	20,640	187
Pennsylvania		5	—	—	30.00	—	82,675	108
Rhode Island		—	—	17.47	33.67	1,695	7,214	116
South Carolina	X	5	20	—	14.14	—	21,393	233
South Dakota		2	40	—	24.53	—	12,692	270
Tennessee		5	40	—	16.08	—	37,917	202
Texas	X	5	30	—	23.90	—	169,812	440
Utah		5	40	18.51	38.73	4,313	12,871	379
Vermont	X	5	40	11.16	22.30	4,131	5,158	143
Virginia		5	40	—	13.70	—	15,037	87
Washington		5	—	20.29	48.79	17,787	60,861	354
West Virginia		1	40	—	17.98	—	18,543	166
Wisconsin	X	5	40	17.75	29.14	29,166	44,923	171
Wyoming	X	5	50	21.02	36.30	2,238	3,359	227

529	30,536	173,374	31,289	50.0	50.0	—
441	19,705	150,142	20,527	50.0	31.7	18.3
795	4932	21,594	4,221	48.4	51.6	—
6,382	27,868	170,994	28,914	49.5	50.3	.2
1,867	3933	27,461	4,142	49.2	33.3	17.5
4,973	8,148	57,256	8,391	49.7	50.3	—
—	894	5,938	958	49.5	26.9	23.6
818	2,273	14,556	2,338	49.3	27.2	23.5
	8,127					
4,203	8,927	65,338	9,426	46.2	35.6	18.2
471	2,156	9,554	2,207	46.3	53.7	—
19,792	43,501	314,608	48,832	43.4	29.7	26.9
—	4,683	33,284	4,943	48.2	28.0	23.8
1,151	3,398	18,417	3,316	47.1	42.2	10.7
27,319	42,718	329,654	44,416	50.0	50.0	—
6,854	20,027	150,975	25,529	50.3	49.7	—
3,016	8,206	49,674	8,147	49.7	31.4	18.9
17,025	29,313	227,179	32,028	48.1	51.9	—
686	2,838	16,283	2,927	47.1	52.9	—
—	3,570	19,334	3,832	47.2	52.6	.2
1,446	3,721	28,745	3,891	49.4	50.3	.3
—	7,541	41,196	7,948	49.9	38.2	11.9
17,420	45,146	260,133	45,915	50.7	49.3	—
1,428	5,839	37,404	6,108	48.1	37.0	14.9
548	1,317	9,569	1,329	50.1	49.9	—
—	2,463	14,756	2,781	45.6	33.0	21.4
6,754	28,523	158,935	28,435	50.1	49.9	—
1,306	4,027	29,725	4,215	49.1	50.9	—
7,659	15,676	118,805	16,280	50.2	28.7	21.1
649	1,312	9,049	1,374	48.6	30.5	20.9

Here's how to get your Unemployment Insurance

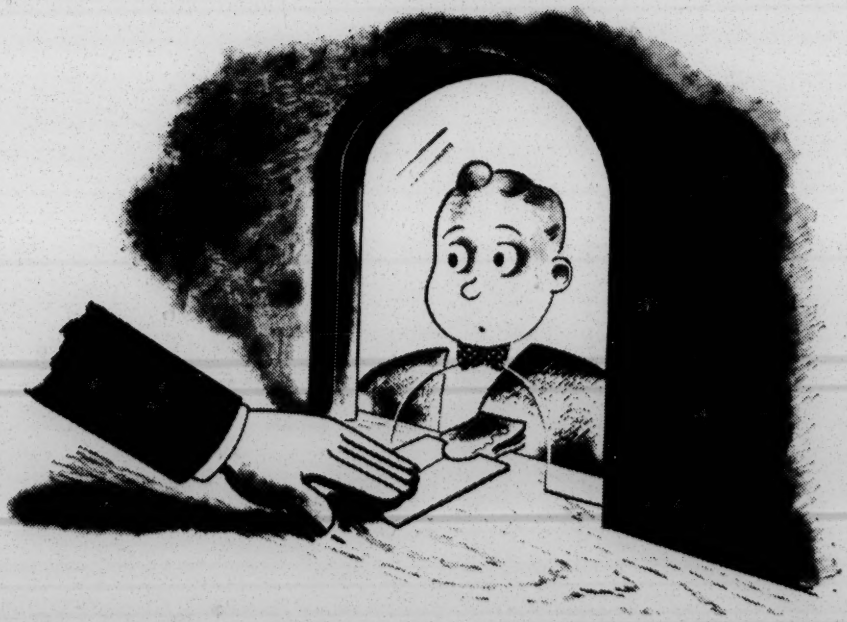
IF YOU ARE LAID OFF, DO THIS . . .



FILE YOUR CLAIM AT ONCE, TO AVOID LOSING BENEFITS

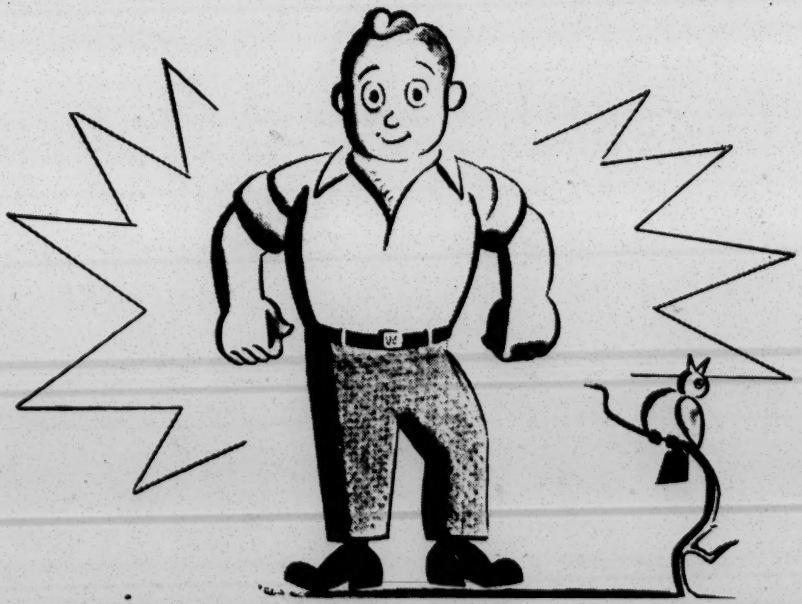
HERE'S WHAT YOU NEED TO KNOW ➡

TO BE ELIGIBLE FOR BENEFITS YOU MUST BE OUT OF WORK THROUGH NO FAULT OF YOUR OWN.



TO BE ELIGIBLE FOR BENEFITS YOU MUST HAVE EARNED A CERTAIN AMOUNT OF PAY ON JOBS COVERED BY YOUR STATE LAW.

TO BE ELIGIBLE FOR BENEFITS YOU MUST BE AVAILABLE FOR "SUITABLE EMPLOYMENT."



TO BE ELIGIBLE FOR BENEFITS YOU MUST BE ABLE TO WORK. NO PAYMENTS ARE MADE WHEN YOU ARE SICK.*

**There are variations in the following State laws: Rhode Island, Maryland, Montana, Nevada, Minnesota, Illinois, Indiana, Washington.*

IF YOU ARE ELIGIBLE UNDER YOUR STATE LAW, YOU WILL GET WEEKLY BENEFITS, BUT . . .

THERE'S A WAITING PERIOD* BEFORE CLAIMS ARE PAYABLE. IT DOESN'T START UNTIL YOU FILE YOUR CLAIM. DON'T DELAY FILING.

*No waiting period in Maryland.

IF BENEFITS ARE DENIED, YOU MAY APPEAL YOUR CASE AT NO COST TO YOU AT THE OFFICE WHERE YOU FILED YOUR CLAIM.

UNEMPLOYMENT COMPENSATION IS INSURANCE, NOT CHARITY. IF YOU HAVE EARNED ENOUGH WAGE CREDITS AND QUALIFY FOR UNEMPLOYMENT COMPENSATION BENEFITS, THOSE BENEFITS ARE YOURS BY RIGHT.

DO YOU KNOW THE ANSWERS TO THE FOLLOWING FIVE QUESTIONS?

1. Do you come under your STATE unemployment insurance law?
2. If you lost your job, would you get benefits?
3. How much would you get a week, and for how many weeks?

4. Do you know how your State interprets these phrases?

"Not available"

"Suitable employment"

"Good cause"

You can be disqualified for benefits—

If you are "not available" for work

If you refuse "suitable employment"

If you leave a job without "good cause"

5. Will you be eligible for benefits—

If you are living in a different State from the one in which you worked?

If you have worked in more than one State?

ANSWERS TO THESE QUESTIONS VARY
FROM STATE TO STATE

SO ASK ➡

FOR INFORMATION ABOUT UNEMPLOYMENT INSURANCE

ASK AT THE NEAREST

STATE UNEMPLOYMENT COMPENSATION OFFICE

(Usually located in the same building as the U. S. Employment Service)

This leaflet is intended to give you general information about unemployment insurance. It does not have the effect of law or regulation.

FEDERAL SECURITY AGENCY

SOCIAL SECURITY BOARD

WASHINGTON, D. C.

ISC 59

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THE TRUTH ABOUT UNEMPLOYMENT INSURANCE

GOODMAN BLOCK

International Ladies' Garment Workers' Union

SOCIAL Security statistics show that less than 49 percent of the total employed labor force work in covered employment. Of this group only those who can meet the minimum specifications of the particular State unemployment insurance law of the State where they were employed will be eligible for unemployment insurance benefits when they become unemployed.

There are now 51 separate unemployment insurance systems, one for each State and one each for the District of Columbia, Puerto Rico, and Hawaii.

Each of these separate systems has its own provisions limiting eligibility. These restrictions require: (1) the filing of a claim during a certain period, (2) that the claimant has registered for work at a public employment office, (3) that he is able and available for work, (4) that he has earned a certain amount or has worked a certain time in covered employment during a specified "base period," (5) that he has served a waiting period. These restrictions vary in each of the systems. In addition, each of the systems has varying provisions under which claimants who are otherwise eligible may be disqualified from receiving benefits for part or all of the period of unemployment if he (1) quit his job voluntarily, (2) was discharged for misconduct, (3) is jobless because of a labor dispute, (4) refuses an offer of suitable employment.

The fact that there is quite a gap between the number of those who file for benefits and the number who actually are held eligible for benefits is understandable. What is disturbing is the fact that on the whole the separate State systems, instead of liberalizing their provisions so as to include a greater number of workers for unemployment insurance benefits, are amending their laws so as to further restrict the number of jobless workers who can obtain payment of benefits.

In an address on Government Responsbillity for Social Security, in October, 1944, Dr. Eveline M. Burns, former Director of Research, National Resources Planning Board, said:

> The real weakness of our existing systems is that their benefit provisions are so restrictive that even with the worst depression, we could imagine most of the State funds will never pay out anything like the total sums standing to their credit. The laws contain restrictions of all kinds, many of which, especially those relating to disqualification, have been intensified during the war. . . .
>
> As a result of these unnecessary restrictions (all of which prevent the insurance system from doing the very job it has brought into being to do, namely, to pay benefits and maintain buying power during periods of unemployment) it has been estimated by an economist working for the Committee on Economic Development, that under present legislation a large part of our unemployment compensation reserves, perhaps as much as one-third to one-half, will be absolutely sterilized even if unemployment reached a peak of 12 millions during the first postwar period. . . .

Obviously unless the present trend to narrow and restrict the State unemployment insurance systems is checked and reversed in the opposite direction, the entire system will become so undermined as to become merely a name and of no consequence in cushioning unemployment to maintain purchasing power and to prevent the further spiralling of unemployment. It will be a failure as a protection for the jobless, its primary purpose and object.

Many proponents of the present State unemployment systems, in an attempt to hide and obscure the deterioration which has actually set in, in the system as a whole, point to amendments recently adopted in some of the states, raising the benefit rate and extending the duration of benefit payments. Indeed, such liberalization has taken place in some states, but usually side by side with amendments which further restrict the payment of *any* benefits. What good does it do to raise the individual benefit payment, if the *number* of jobless workers who should be entitled to benefits is more and more reduced?

The Social Security Year Book for 1941 fully supports our contention (page 95):

> In contrast to benefit provisions which have been somewhat liberalized, the range of acts which constitute cause for disqualification has been steadily extended, and the resultant reduction in benefit payments has become more marked. Indeed it might almost be said that the original purpose—to ensure that benefits were payable only for involuntary unemployment—*has been subordinated to the purpose of penalizing the claimant for certain actions. . . .*
>
> By 1939 many States had adopted provisions under

which benefit rights were reduced, and in some cases even cancelled, in the event of disqualification.... For the most part, the 1940 and 1941 sessions continued this trend.

Subsequent statistics of the Social Security Board indicate the ever growing and spreading of this trend from 1941 to date.

There is one outstanding cause for this definite trend to cut down benefit payments by the increase of rigid disqualifications. It is due almost entirely to the so-called "merit or experience rating" systems. These are schemes to reduce the unemployment insurance taxes paid by employers. The theory is that by giving an employer who does not lay off workers a rebate in the amount of the tax to be paid by him, it will work as an "incentive to stabilize" employment, and in that way minimize unemployment. The whole idea was taken from workmen's compensation insurance but without regard to the fact that the situation in unemployment insurance is totally dissimilar and the same reasons do not apply.

In workmen's compensation insurance, the injured worker is paid benefits regardless of the fact whether the injury is due to the neglect of the employer or whether it is due to the worker's own negligence. Merit or experience rating and the resulting reduced insurance rates provide the employer with an incentive to install safety appliances to minimize accidents. The rate is determined by the accident record in an industry.

On the other hand, it is clear that unemployment is beyond the control of any one employer. The reduction of his unemployment insurance taxes or the elimination even of the entire tax will not diminish unemployment in the slightest degree. Such a rebate is contrary to the entire concept of the insurance principle upon which unemployment insurance is based. The primary object was to tax all employers alike and accumulate a common pool in periods of high employment from which benefits could be paid in periods of general unemployment.

Merit or experience rating reduces the tax in periods of high employment and thus prevents the accumulation of a sufficient reserve for bad business periods. It discriminates against the smaller and less established employer who can less afford the payment of the higher tax. In fact, it would be more logical to reduce his tax as a means of encouraging the small man to retain his workers for a longer period in bad times.

As a matter of fact, the rating tax reduction schemes in no way contribute to the stabilization of employment. The Social Security Year Book for 1941 (page 232) makes the following unqualified statement:

Examination of the rate-modification experience and the employment history of employers in these 17 States fails to indicate any direct relationship between rate modification and employment stabilization.

TABLE 1

ESTIMATED EFFECT OF EXPERIENCE RATING ON EMPLOYES CONTRIBUTIONS AS OF MAY 1, 1942

STATE	AVERAGE CONTRIBUTION RATE BASED ON 1940 PAYROLL DISTRIBUTION	DECREASE IN CONTRIBUTIONS	
		AMOUNT (IN THOUSANDS)	PERCENT
Total	2.1	$58,065	23
Alabama	2.0	2,632	26
California	2.4	7,530	11
Connecticut	2.2	4,415	19
Hawaii	1.4	1,365	48
Indiana	2.2	5,500	19
Kansas	2.0	1,491	26
Kentucky	2.6	355	4
Minnesota	2.1	3,072	22
Nebraska	1.3	1,834	52
New Hampshire	2.5	278	7
Oregon	2.6	326	4
South Dakota	1.6	457	41
Texas	1.5	11,088	44
Vermont	2.4	209	11
Virginia	1.6	5,709	41
West Virginia	2.4	1,443	11
Wisconsin	1.4	10,361	48

Table 1 gives the States in which the studies were made and other interesting facts. It is taken from the same page (232) of the Year Book for 1941.

But the greatest evil of this misnamed "merit or experience" rating system is that it has entirely perverted the original object of the State unemployment insurance laws. These laws were enacted in order to pay benefits to jobless workers who become unemployed *through no fault of their own.* As we shall see by reason of the pernicious "merit or experience" rating systems a jobless worker in many States must now prove that he became unemployed *without good cause attributable to the employer.* According to Social Security

Board statistics as of December, 1943, 43 of the State laws contain experience-rating provisions whereby an individual employer's unemployment insurance tax rate *may be varied in accordance with the amount of past compensable unemployment of his workers*. That is, his rate is reduced *not because he has maintained a high payroll* but because those who were dropped or became unemployed were unable to collect benefits.

These rating systems have given employers a financial interest in defeating claimants out of unemployment insurance benefits. This financial interest has been responsible not only for the lobby and pressure to spread these rating systems from State to State but also for the many amendments of the separate State unemployment systems to restrict and narrow the law so as to minimize the number of jobless workers who would be able to collect benefits. This pressure by employers, especially those who employ large numbers of workers, for legislation which will mean tax savings to them has resulted in competition between adjoining States for more and more restrictive and disqualifying legislation. It is also responsible for the narrow and restrictive attitude found in so many of the administrative and court decisions in their interpretation of the law. They have forgotten apparently that the primary purpose of unemployment insurance was to pay benefits to the unemployed and that as social lesiglation the provisions of the law should be liberally interpreted. Instead, it has become in many jurisdictions a mere race or scramble to disqualify as many jobless workers as is possible, by a narrow and legalistic approach so as to reduce the amount of the tax to this employer, or that employer.

The standard unemployment tax rate for the State systems is 2.7 percent of the employers' payroll. Through the device of the rating systems now operating in 43 States, this standard rate has now been reduced in such States for many employers to as low as 1.5 percent and in five of the States to zero.

Apart from the fact that the rating devices are responsible for the perversion of the State unemployment laws, from social laws which were intended to protect the jobless into a tax-saving scramble for employers, these rating systems have a further vicious tendency. They have given employers a financial interest in uniting with reactionary groups to oppose the liberalization and expansion of the present systems. The present systems exclude many groups and less than half of our workers are now covered. The individual benefit rate in many of the States is pitifully low, the benefit period is far too short, and many low income workers in covered employment fail to qualify for benefits because their earnings are below the minimum amount now fixed in the various State systems in order to qualify for benefits. In many cases the failure to earn even the minimum fixed in the State systems is due to the fact that their earnings are often interrupted by sickness. Loss of earnings due to sickness is not now covered by the State systems except in Rhode Island.

So we have the preposterous situation, a constant contest by employer groups to reduce the tax rate on the ground that the accumulated funds are too large and at the same time the same group opposes the liberalization of the systems on the ground that it would bankrupt the systems to do so.

When they argue for a smaller tax rate, they point to the relatively small total amount which (in this full employment period) are now being paid out in total benefits each year as compared with the relatively huge amounts now collected in taxes. They conveniently forget that it was the original plan and purpose to accumulate large reserves in periods of high employment so as to be able to pay the heavy demands which will come in periods of depression and low employment. Furthermore, they forget that high reserves are necessary so as to permit the expansion of the systems, to include those not now covered, and to liberalize the benefit rate and extend the benefit period. In half of the States, benefits are less than $16 a week and for a maximum of 15 weeks. Most claimants exhaust their benefits before they are reemployed.

As soon as expansion and liberalization are urged, employers rise in opposition in order to protest and to perpetuate these rating systems which permit low tax rates, claiming that such proposed expansion and liberalization would soon bankrupt the funds. The truth is that by reason of these rating systems and the lowered tax rates, the State funds are now far lower than was planned and that many of the systems will be unable to meet a large unemployment situation after the war. It was for that reason that the George Reconversion Bill, passed by Congress during the 1944 summer session, provides for a Federal revolving fund for loans to the State systems to bolster them up.

On the other hand, many of the State systems through restrictive amendments and interpretations to which we have referred are disqualifying so many claimants that a large part of the total

reserves will become more and more frozen and Dr. Burns has indicated that one-third to one-half of the reserves will be absolutely sterilized unless of course these inequitable disqualifications are removed.

In an article entitled, "Undermining Unemployment Insurance," published in the Survey Graphic in January, 1944, the Chairman of the Social Security Board, Arthur J. Altmeyer, traces this trend in the State unemployment insurance laws towards more rigid disqualification provisions and towards the cancellation of benefit rights. He shows that this trend came in with or shortly after the rating method was adopted in the State unemployment insurance systems.

Chairman Arthur J. Altmeyer points out that the rating schemes are responsible for the change in concept of unemployment insurance.

The primary purpose of paying benefits to workers who became unemployed through no fault of their own has been changed in 19 states and in these states *no benefits* are paid to such workers unless they can prove that they did not quit their jobs "voluntarily without good cause attributable to the employer." In other words, the claimant must prove in order to qualify for benefits that his employer was at fault. The fact that he left for good cause personal to him is not sufficient and he is still deprived of benefits.

In this article, Chairman Altmeyer has this to say on this perversion of the original conception of unemployment insurance:

> Clearly, the effect of the language of the law and decisions under it is to limit the cherished American right to leave one job in order to take a better one—better for the worker, the community, and the nation.
>
> Here is another decision with the same implication—a decision of a State supreme court. In this case, a seasonal laborer, who knew he would be laid off at the end of the season, got a better job just before that time came. His new work lasted seven weeks, after which he registered for another job, and claimed unemployment insurance benefits. He did not get them. He was disqualified for leaving his earlier job "without good cause attributable to his employer," and the supreme court held that he was not entitled to *any* benefits based on *any* wages credited to his account at the time he quit. In other words, he was penalized for trying to prevent his own unemployment, and the benefit rights he had earned under the terms of the law were cancelled.
>
> Many good causes for leaving work are, of course, in no way attributable to the employer. There was a man in a midwest State, for example, who could not find a place for his family to live near enough to his job to permit him to keep it. The same thing came up in a case in an eastern State, and the decision was the same. These men were disqualified. Still more surprising, perhaps, is a State decision against a man who quit his job to enlist in the Air Force. "While it may be found that the claimant left his employment for good reason, his separation was in no way attributable to the employing unit or its agent," says the record. A variation of this decision comes in another State where a man gave up his job to join the Navy. The State tribunal said: "While it may be good cause for a man to leave his job in order to enter the armed forces of the United States during the present emergency, it cannot be said that such leaving is attributable to the employer."

It is only fair that we add that after Chairman Altmeyer's article was published, Iowa and other States have now adopted an amendment to their laws which makes an exception in the case of men who "in good faith" left their employments to join the armed forces. Such persons are not disqualified even though they are subsequently rejected from the services.

However, a similar concession has not been made in the case of a worker who leaves non-essential for essential employment. The instance cited by Chairman Altmeyer of the seasonal laborer who was penalized for trying to prevent his unemployment was an Iowa decision. In interpreting the State supreme court ruling, the Iowa Employment Security Commission says that this means that 100,000 of Iowa's 350,000 covered workers who moved from non-essential to essential industry during the war may be deprived of all unemployment benefits when they lose their war jobs.

Therefore, out of the many millions of workers who left their peace-time employment to go into the government operated plants and in other war factories, those who come from States which have adopted the same restrictive and perverted Laws on unemployment insurance will be disqualified for benefits when they become unemployed. The George Reconversion Bill originally contained a provision to extend unemployment insurance benefits to the millions of workers who left peace-time employment to work in the shipyards and munition plants operated by the government, but this protection was stricken from the bill by Congress.

Other ways in which otherwise eligible jobless workers are denied benefits is through the narrow and restrictive construction of the meaning of the phrases "suitable work" and "good cause." All of

the State unemployment laws use these phrases in connection with the entirely proper provision that a worker who refuses "suitable work" without "good cause" shall not be entitled to benefits. The vice consists in so interpreting these phrases as to deprive workers of the right to refuse offered employment which would involve personal hardships and interfere with the worker's ambition and right to better himself. For example, the States with the rating schemes disqualify workers for refusing jobs which are hard to reach, which require working on changing shifts, which involve long traveling time, and for the refusal of jobs which are not in their primary occupation or field and far below their regular earning standard.

Many instances typical of the wholesale inequitable disqualifications of jobless workers in the States where rating schemes are now operating through restrictive laws and administrative decisions can be cited. For example, thousands of persons who worked as salesmen and in other peace-time occupations left such employment to accept employment in essential industries in patriotic response to the call by their government for their services. Many of them even travelled to other States and at a personal sacrifice to do their part in helping in the war effort. A good many of these were rejected after examination by the war plant doctors and when they filed for unemployment insurance benefits, were denied benefits because it was held that their leaving of their employment was purely voluntary or that it was not connected with the employment or that the leaving was not attributable to the employer.

Many other disqualifications may be cited of jobless workers who left employment to seek new employment because of a lack of transportation or housing facilities due to the wartime restrictions and conditions. Other instances of inequitable disqualifications may be cited where married working women followed their husbands to their new places of work to find work there and many other cases where women with children refused night work or refused jobs on the "graveyard" shift.

The fact that "merit or experience rating" is the largest single factor which is responsible for such narrow and restrictive interpretation and administration of what were intended to be broad social laws to protect and help the jobless, is convincingly established if we compare and study the application and administration of the State unemployment insurance systems in the few States where "merit" or "experience rating" has not yet obtained its foothold.

In such States, voluntary leaving of a job does not disqualify, if it is with good cause. In these States, therefore, the thousands who changed to essential from unessential work would not have been disqualified. In these States, claimants are not compelled to accept jobs in order to maintain their eligibility for benefits if they can justify such refusal as with good cause. In these few States, pregnant women still able to work, women who quit to marry, women who quit to join their husbands, home workers who have home responsibilities are not disqualified. Many other instances can be found which show that in the few states which are still free from financial incentive to employers to defeat benefit payments, that the original purpose of the law—to pay benefits for involuntary unemployment remains substantially intact. In fact, it is in these states chiefly that liberalization and extension of benefit rights are to be found.

In his article, Chairman Altmeyer points out that when the state laws were originally adopted, disqualification usually only involved *postponement* of benefits, but now under the laws of 27 States, all or some of the wage credits of disqualified workers can be *cancelled* or entirely wiped out.

It is now generally understood and conceded that we must have a real unemployment insurance system which will pay adequate benefits for at least 26 weeks and thus maintain purchasing power. Without such a system the unemployment of only three or four million persons may soon spiral to many times this number. If purchasing power is not maintained for a sufficient period for those who become unemployed, for any reason, the demand for necessaries falls off, and many others soon are also laid off and in turn this leads to other lay-offs.

There is only one way to reverse the trend among the States to encourage interstate competition for lower employers' taxes by restrictive amendments and administrative rulings, and that is by the abolition of the so-called "merit or experience rating" schemes. The financial stake and incentive which these schemes have given employers for restricting the group of beneficiaries and for opposing liberalization and extension of the unemployment insurance systems must be destroyed and wiped out.

There is no prospect that the States themselves

will take such action. Social Security Board figures show that in 1942 the average contribution rate for the nation as a whole had been reduced to 2.1 percent. Employers in the individual States can be expected to put up a fight to the finish against any move to abolish these tax saving devices. But action must be taken quickly so as to restore to unemployment insurance its original purpose and meaning. Unless this is done at once, the present trend will continue and will soon destroy the real value and meaning of unemployment insurance, both as a protection for the jobless and as a means of stabilizing purchasing power.

The only quick and effective way to do this is by a Federal law to amend the Social Security Law prohibiting any and all tax rating schemes. Such an amendment must provide also for a real liberalization and extension of the entire unemployment insurance program.

There are many compelling arguments for the immediate federalization of the whole system.

Chairman Altmeyer who is one of the leading authorities on the entire subject of social insurance in America has well and succinctly stated the reasons for one national system instead of the present fifty-one separate systems. In the article to which we have referred, he states:

> To my mind these are all arguments for a national rather than a state-by-state system of unemployment insurance, and the national unemployment insurance system should be itself a part of a national social insurance system which should include old age and survivors and disability insurance. Under such a national system we would have a national reserve fund, which I think should be made up of employer and employee contributions, at equal rates. This would be a fair and sensible way to pay the insurance costs, and at the same time do away with the fallacies and evils of so-called "experience rating."
>
> In a national system, there would be no possibility of inter-state competition to reduce benefit rates, or to narrow the coverage within states by restrictive provisions and disqualifications. There could be uniform minimum standards in benefit rates as well as in tax rates: uniform eligibility requirements, uniform procedures for claims and claim payments. The people who work in more than one state could acquire benefit rights on the same terms everywhere, instead of finding themselves as now, eligible and ineligible on opposite sides of the same state lines. Yet these uniform provisions would possess the necessary inherent adaptability to varying conditions throughout the country because contributions would be related to wages and benefits would be related to wage loss.
>
> These are the possibilities of a truly national system. They go along with the far greater security afforded by a broad based national reserve fund, which spreads the costs as the risks are spread. All the states would then be protected against the financial strain that is bound to come—a strain that would affect the states unevenly because of the uneven stresses of the vast and varying industrial conditions of this broad and various land.
>
> This is what I believe in—a national unemployment insurance system which would be part of a comprehensive national insurance system.

There is little more that needs to be said. A single nation-wide system is needed in order to cope best with the problems of unemployment. These are national and cannot be solved or efficiently met on a State-by-State basis. Furthermore, these problems are closely related to old age and survivors insurance and this program is satisfactorily handled on a national basis. We must also bear in mind that these separate State systems all receive their costs of administration from the Federal Government and under the present Social Security Law are required to operate in accordance with the standards approved by Social Security Board. Much of the opposition is said to be because federalization would increase federal "bureaucracy." There is little validity to this argument. Regional administration and participation by local advisory boards can give just as good a result as State administration, and at a lower cost. The present Federal-State administration is far from perfection. Theoretically, the State agencies are supposed to maintain proper standards in their administration of unemployment insurance laws, but the fact is that when they fail to do so the Social Security Board is without any enforcement machinery to compel compliance.

This situation has led to friction and irritation and to the charge of "bureaucracy." It should be noted that the *federal* administration of unemployment compensation under the Railroad Retirement Act is entirely satisfactory.

Another point to take into account is that ours is a mobile nation. Workers and their families move from State to State especially when better employment opportunities are offered in other States. This is a desirable condition and is helpful in the solution of some of the problems of unemployment. The basic law governing unemployment insurance should be the same all over the

nation. Eligibility requirements, administration, hearings, and appeals should be uniform. The present separate State systems lead to hopeless confusion. Not only do the State laws which establish eligibility and benefit rights differ widely in their provisions, but even when the language is quite similar, different State administrative tribunals interpret it differently. The filing, hearing, and appeal procedures also differ, so that jobless workers who have worked in more than one State are unable to ascertain their rights, without considerable delay and effort. Another advantage would be that employers would be relieved of duplication in preparing and in filing quarterly reports both to the State and Federal Governments.

Finally, by the pooling of the reserves into one national fund, the costs and risks would be widely spread, and liberalization and extension of benefits would receive greater consideration on their merits. At present, the strong opposition to such proposals is based largely, if not entirely, on the basis of the extra costs which would be entailed.

A very interesting exposé of the shortcomings and the inadequacies of the existing Federal-State system is contained in a recent address by Chairman Altmeyer of the Social Security Board before an annual meeting of the Interstate Conference of Employment Security Agencies (Dallas, Texas, October 12, 1944). Mr. Altmeyer indicated that he would discuss the subject from a neutral standpoint and without reference as to whether a Federal system would be preferable to the present separate State systems. His entire purpose was to review these systems and to suggest how they might be improved. His considered opinion and conclusion after a comprehensive discussion of the actual workings of the present State systems were, "We have been concerning ourselves too much with the question of fault and too little with the question of paying unemployment compensation to persons able, willing and available for work."

The entire address should be carefully studied. We believe that it constitutes a conclusive demonstration of the inadequacy of the present system to deal with the problem of unemployment compensation, despite the sincere desire of the speaker to avoid the discussion as to the advantages of a straight Federal system over the present separate State systems. The conclusion is inescapable that the only way of getting a real practical working result is through prompt federalization.

To take only a few of the striking facts contained in the address, let us consider the following:

(1) In 1940 the present system compensated for only about 7 percent of the wage loss due to unemployment.

(2) Only one State at the present time provides for dependents allowances.

(3) The percentage which the average weekly benefit bears to the average weekly wage varies from 22 percent to 50 percent.

(4) 27 State laws cancel a worker's benefit right in whole or in part instead of merely suspending it.

(5) 20 State laws contain provisions disqualifying workers who leave voluntarily regardless of how good a reason they may have if the cause is not "attributable to the employer."

The greatest single factor responsible for most of the defects in our present system is the introduction into the system of the merit rating schemes. They stand as the chief obstacle to expansion and liberalization of the system. They provide employers with a powerful incentive to fight to curtail the payment of benefits so as to reduce the tax rates. They stimulate opposition to expansion and liberalization of the law for the same reason. In his address, Chairman Altmeyer did not go into any discussion of the pernicious influence of these schemes in unemployment insurance. He pointed out, however, the lack of any real logical or scientific approach in the rating schemes now functioning. He said:

> Of course, the whole subject of employer experience rating is worthy of far more attention than could be given it, even though this entire discussion were devoted to it. Whether existing systems of employer experience rating do actually reflect individual employer's experience with unemployment, I shall leave you to judge. However, the fact remains that none of these systems varies the rates in accordance with any of the generally accepted indexes of stability of employment, such as the maintenance of a labor force of the same size, maintenance of an identical labor force, or maintenance of a constant number of man-hours worked over a period of time. Likewise, employers with the same unemployment experience pay widely varying amounts under the different state laws.

The rapid infiltration of the rating schemes into the State systems as we have pointed out is due to the pressure they create in adjoining States from employers, for similar reductions in tax rates in order to be placed on an equal footing with employers in the States which give tax reductions. This interstate competition for lower taxes can only be reversed by a Federal law which will eliminate these devices for the lowering of the tax

rate. A uniform rate should prevail throughout the United States. It should be sufficient to produce the necessary reserves for adequate benefit rates to the jobless in every State and for a uniform duration which will fulfill and realize the underlying purpose of the entire plan. These considerations are now diverted or impeded by the rating schemes which are antagonistic to and inconsistent with the real functions of unemployment insurance.

It is not the purpose of this discussion to go into any detail on the other phases of the problem for an improved unemployment insurance system and how such a system should be combined with and coordinated with the other programs in the Social Security Law. Once the rating schemes are eliminated the entire atmosphere will clear. This step will permit the consideration of the problems presented free from the distracting influence as to what bearing a proposed change may have in cutting down the amount of tax rate savings.

A bill is now pending in Congress which, if enacted, will set up a single social insurance program for the entire nation. It will abolish the "merit or experience rating" systems. It will liberalize and expand not only unemployment inance but also old age and survivors insurance and also the public aid assistance programs included in the Social Security Law. We refer to the Wagner-Murray-Dingell Bill also known as the Social Security Amendments of 1945.

It deserves full and careful consideration from all those who claim to be sincerely interested in social security, its liberalization and extension. Without going into a discussion at this time as to the merits of the many other important improvements which it will bring about, its enactment would eliminate the various rating schemes and that in and of itself would be an important victory towards the realization of a real unemployment insurance system.

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Social Security FOR *Farmers*

By ARTHUR J. ALTMEYER. *The Chairman of the Board explains how the insurance features of the social security program operate, the benefits farmers would derive from coverage under it, the problems their coverage would raise, and how these might be solved.*

FARMERS are generally familiar with insurance. They have proved to be good "prospects" for a wide variety of insurance protection against the natural hazards of agriculture. They have insured buildings, equipment, crops, and workstock against loss by fire, hazards of weather and insects, theft, and accidental damage.

Thus far, however, farmers have generally not utilized the insurance principle to safeguard their most valuable single asset—their own earning power. Farmers are not adequately covered by life insurance and few carry health and accident insurance.

According to a nation-wide study of consumer incomes and expenditures, only about 38 percent of white nonrelief farm families having net incomes below $1,500 in 1935–36 carried any life insurance. The average yearly payment for such insurance was only $64.42 per family with insurance. Even when all income classes were included, the percentage of white nonrelief farm families with insurance was only 43.3, and the average expenditure per family only $87.69. Among white nonrelief families living in small cities and villages, the percentage of those with incomes below $1,500 carrying life insurance was 61. The average annual premium paid was $63.21 per family with insurance, or a little less than for insured farm families. When all income classes were taken together, more than 70 percent

of urban families were protected by life insurance, and the average family spent $111.55 a year for life insurance premiums.

There are several possible reasons for the lack of private life, health, and accident insurance among farmers. A reasonably adequate amount of such insurance would absorb a relatively high proportion of the average farmer's cash income. The best time to purchase life insurance is during one's early working life. But this is precisely the time when the financial burdens of the young farm operator are particularly heavy and he is usually then seeking to accumulate the money to buy a farm, his equipment, livestock, to pay off his mortgage, and to put his farm generally on a stable financial footing. When this period of stringency is over, a farmer may be too old to get life insurance on advantageous terms.

Even when he is not pressed for money by the needs of his farm and his family, a farmer hesitates to buy private life insurance because his income is uncertain. A year or two of poor crops or unfavorable prices, or other emergency, may make it difficult, if not impossible, for him to pay the premiums on a policy of any considerable size. Fear that his policy may lapse thus deters him from securing any life insurance protection, or means that he takes out only inadequate protection against premature death or loss of earning power through old age or permanent disability.

One form of insurance protection against these risks is still unfamiliar to the great majority of farmers. Except in broad outlines, it is not well understood even by many agricultural leaders. This is insurance under the old-age and survivors insurance program provided by the Social Security Act.

Undaunted

Nothing will ever be attempted if all possible objections must first be overcome.

—Samuel Johnson

Now

The program is operated by the Federal Government, and it now covers some 50-odd million industrial and commercial employees. It is paying monthly benefits to about a million persons, including nearly 500,000 aged retired workers, 117,000 wives of such workers, 250,000 children of retired or deceased workers, 130,000 widows, and 4,000 aged dependent parents of deceased workers. These benefits amount to about 16 million dollars per month.

Workers in jobs covered by the old-age and survivors insurance program pay contributions of 1 percent of their wages up to $3,000 a year. Employers in the program make contributions of 1 percent of the wages they pay their workers. When a worker dies or reaches retirement age, he or his survivors may apply for the benefits provided by the law. Monthly benefits are computed on the basis of the worker's average monthly wages in covered employment and on the number of years during which he participated in it. No inquiry is made into the family's assets or

income. The "primary benefit" of the worker is computed by taking 40 percent of the first $50 of his average monthly wages, plus 10 percent of the remainder, and increasing this amount by 1 percent for each year in which he earned $200 or more in covered employment.

Benefits to survivors are figured at specified percentages of the worker's primary benefit (75 percent for a widow, 50 percent for a wife, child, or dependent parent) but the total benefit may not exceed $85 per month or twice the worker's primary benefit, whichever is lower.

Who Covered

All persons are compulsorily covered by the old-age and survivors insurance program when they are employed at industrial or commercial jobs in the continental United States, Alaska, and Hawaii. Agricultural labor is among the several major types of employment still excluded and earnings from a farm or an independent trade, business, or profession, are not yet covered.

Farmers Excluded

Only recently have farmers become aware of this program as a possible source of security for themselves. They have had little occasion to become familiar with it, as relatively few had taken out "Social Security cards" or worked in employment it covers. For example, only about 32 percent of the farmers in Arkansas and 8 percent of those in Iowa had acquired "Social Security cards" by the spring of 1941, according to a sample study made by the Bureau of Old-Age and Survivors Insurance and the Farm Security Administration. Only 18 percent in Arkansas and 6 percent in Iowa had any earnings credited to their social security wage records by the end of 1940.

Since that time the situation has changed materially. Thousands of farmers have found temporary nearby employment. Other thousands have left their farms with fathers, sons, wives, or tenants, and have gone to cities to work in war plants. Farm laborers and farmers' sons and daughters have gone into industry at high wartime wages. Farm people have thus become acquainted with the old-age and survivors insurance program through actual participation. Many have paid sizable contributions and acquired rights under it, which will diminish or disappear if they return to peacetime work on the farm.

Post-War Security

Farmers are thinking seriously about post-war problems of agriculture. They fear a return to the low level of farm prices and the accompanying drop in farm land values similar to that which occurred after the last war, when farm prices fell 66 percent in a single year and when 400,000 farmers lost their land by foreclosure. They recall the long period of agricultural distress that began before the last great depression. They know that hundreds of thousands of farm boys now in the armed services will want farms of their own after the war. Some older farmers plan to retire and make a place for their sons. Others cannot so long as their future is insecure; this group particularly realizes that, if they could have been a participant in this insurance program since it began to operate in 1937, they might

be able to stop active work after the war.

Farmers of all ages need insurance against the possibility that their death or disablement will leave their families without adequate income. Their plans for meeting the other uncertainties of the post-war future would rest on a better foundation if the low-cost protection of the old-age and survivors insurance program were available to them.

Medical Care

Farmers face another hazard that could well be but is not yet covered by a national insurance program—the cost of family medical and hospital care. The experience of the Farm Security Administration with prepaid medical care has shown that this kind of insurance protection can considerably improve the medical and hospital services available to rural families. Farm people find it so difficult to pay for these services out of their own earnings that rural medical and hospital care is still, in most sections, far below the standards in urban areas, both in quality of service and in the amount of service available.

Permanent Disability

Insurance against the risk of permanent disablement before retirement age is not yet provided under the old-age and survivors insurance program. But it is an insurable risk to which farmers are peculiarly exposed. Studies by the National Safety Council reveal that farm work is one of the most hazardous of all occupations. But a farmer is not protected by workmen's compensation laws, and must himself pay for medical and hospital treatment when he is injured at work and the loss of earning power is added to this expense.

Ultimate

Agriculture is the ultimate foundation upon which, in the order of things as they now exist, our entire economic, political, and social organization rests.

—Otis Durant Duncan

Hired Hands

Hired farm hands need insurance against the same hazards. In addition, they are faced with the risk of involuntary unemployment. In every State the industrial and commercial employee now enjoys protection under an unemployment insurance program operated by the State in cooperation with the Federal Government, but only in the District of Columbia is the farm worker eligible for unemployment benefits. All other jurisdictions specifically exclude "agricultural labor" from them.

These lacks tend to keep competent workers out of the agricultural labor market. Workers who have left the farm for wartime industrial jobs are likely to remain in such work after the war if they can, so as to keep the security rights they have built up. Were the same

sort of insurance protection extended to paid farm work, farmers would find it easier to compete with industry in hiring competent workers now and after the war.

Indirect Advantages

Farmers pay many kinds of State, county, and local taxes. In rural States, the greater part of the taxes are paid by farmers. Much of this revenue goes to pay for relief to aged, incapacitated, or dispossessed farmers and unemployed, aged, or disabled farm workers. If some of these needs were covered by social insurance, their cost would be distributed among the entire population in proportion to their earnings, and would not fall so heavily upon the members of rural communities.

Can Be Done

Employers who are subject to the program now file quarterly pay-roll reports showing the name, Social Security account number, and amount earned by each of their covered employees. The Social Security Board credits the wage record of each worker with the wages reported for him, and uses these records to determine the worker's insurance rights and the benefits payable to him or his survivors.

During the 8 years in which only industrial and commercial employees have been covered, experience has been gained and ways have been discovered for solving the administrative problems of bringing farmers into the program. Farmers are now generally accustomed to making reports to the Government, for income-taxes for instance. With very little change, the same reports could be used as a basis for figuring the farmer's social security contribution. For farmers who do not file income-tax returns, a simple method of estimating income has been devised. This is called the value-of-services method. A value is set on the farmer's own services equal to what he would have to pay a hired worker to replace himself. A farmer might consider his own services to his farm to be at least equal in value to those of his highest paid hand. A farmer who hires no labor could value his services according to the current wage rates for good farm hands in his locality, using the monthly rates published by the Department of Agriculture as a guide.

Devices

For farm workers, the method of collecting wage reports and contributions would vary according to the numbers and types of workers hired. Large units hiring 10 or more persons probably keep accurate pay-roll records already, and they could use the quarterly pay-roll-reporting plan without difficulty, at least for their regular hands. Smaller farming enterprises might prefer to use a stamp plan which requires no bookkeeping. Special wage stamps would be bought by employing farmers, who would place them in stamp books carried by their workers whenever wages were paid. Half of the cost of the stamps would be deducted from the worker's cash wage, and the wages indicated by the stamps in his book would be credited to the worker's social security account along with his other wages or income from farming.

Thus, farmers could get full credit in their social security records for work on their own farms, paid work on other farms, and for seasonal work in industrial or commercial jobs. Their participation as workers, as employers of labor, and as independent working farmers would involve a very minimum of inconvenience to them.

Adaptations

Because the present program has been in operation for about 8 years, farmers and farm workers without previous coverage would suffer a serious handicap if they came in now and eligibility conditions and the method of figuring benefit rates remained unchanged. In general, the solution would be to disregard, in determining eligibility to benefits and computing benefits rates, the period before the coverage extension during which the worker was not in covered employment, but to give full credit for any covered employment and earnings he had before coverage was extended. In this way, there would not be any loss of insurance rights already acquired by farm people through wartime industrial work or through seasonal work in canning factories, logging enterprises, and other covered jobs.

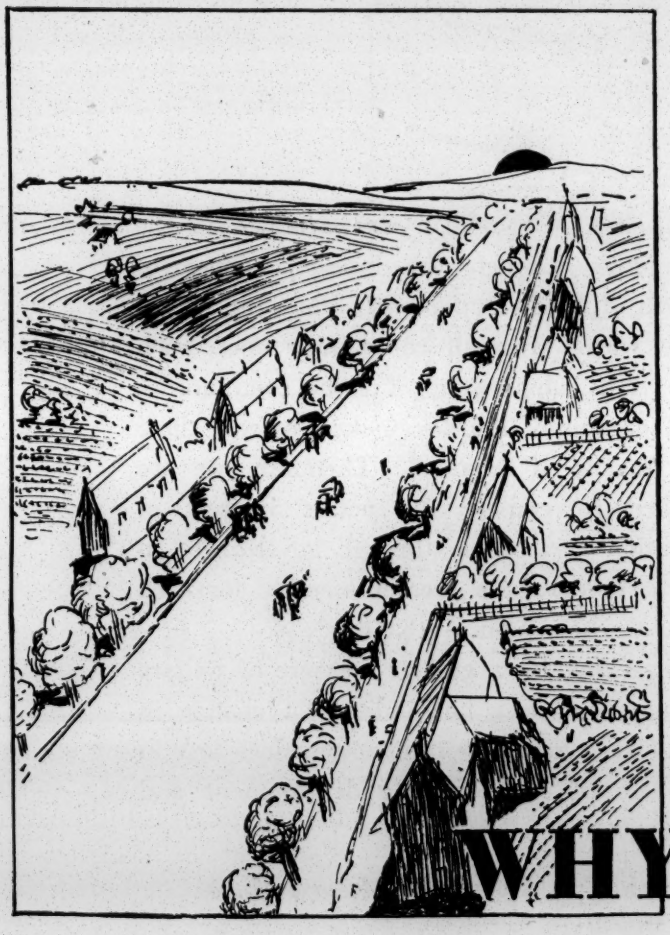
Ways have been worked out also for determining insurance rights in terms of years of participation, as an alternative to the present quarterly method, which is not well adapted to the annual cycle of farming.

Similarly, alternative methods of making contribution payments have been developed for different kinds of farmers. Those who receive most of their income from the sale of a single crop could make their payments annually. Those who have a rather steady year-around income from the sale of poultry, eggs, dairy products, could pay on a quarterly basis, and if they wish could use special contribution stamps to spread the cost evenly over the quarter.

Costs and Benefits

Benefits under the program now cost employers and employees a total of 2 percent of wages. This rate was originally scheduled to rise stepwise to a maximum of 6 percent in 1949, but the first scheduled increase has been postponed four times by Congressional action. Protection for their workers against unemployment now costs employers a maximum of 3 percent of wages paid.

The Social Security Board believes that if a comprehensive program is adopted covering the entire population, the maximum rates of contribution to be paid by employers and employees should not exceed 6 percent each. If the cost at some future date rises above this figure, the Board believes it should be met through general taxation, since the cost of public assistance would be so much less. Such a comprehensive program would provide protection against old-age, premature death, permanent disability, temporary disability and the costs of adequate medical and hospital care. The Board believes that the cost of protection for farmers themselves against all of these hazards, except temporary disability and unemployment, would not exceed 7 percent of farmers' annual incomes. This cost would be largely offset by reduced expenditures for medical care and hospitalization and by reduced taxes for local relief of all kinds.



WHY SOCIAL SECURITY ?

What Social Security Can Mean to the South

By Ellen S. Woodward*

FEW PARTS of the country may be as seriously affected by the conversion from war to peace as the South.[1] With the possible exception of the Northwest, no region has had its economic and social landscape quite so transformed by the war; none may anticipate as rapid a shift in work opportunities and in income. The South therefore seems to me particularly in need of the kind of buttressing of living standards that an expanded social security program can provide.

It was not so many years ago that President Roosevelt called the South the Nation's number one economic problem. Few would recognize that description today. For the war has brought new industries to the South, more employment, higher wages, higher prices to its farmers, and more income all around. Billions have been spent on the expansion of military, manufacturing, and housing facilities. Shipyards, bomber factories, and oil-cracking plants now share the industrial skyline with the textile mill, the sawmill, and the cannery. It is in part to these war industries but also to the expansion of job opportunities in the traditional industries of the South that we must attribute the substantial rise in employment and the doubling of pay rolls between 1939 and 1943. Gains in wage income were paralleled by a substantial growth in farm income. With cotton at 20 cents a pound in 1944 as compared with 9 cents in 1939, and tobacco at 39 cents as compared with 15 cents, it is not surprising that income received by farm operators in the South more than doubled during these years. Little wonder that individual income in the South went up from $300 per capita in 1939 to more than $600 in 1943. That increase, as a matter of fact, was relatively greater than the increase in the United States as a whole.

But much of the South's gain may prove only temporary. We do not know what income will be after the war. Uncertain also is the future of farm prices, to which the well-being of much of the South is tied.

I am not suggesting that a crisis is inevitable in the South when the war ends, any more than it is inevitable in the country as a whole. In the South as elsewhere, much will depend upon the ingenuity, the economic imagination, the boldness we use in putting to peacetime uses our unparalleled productive capacity. Our success in this regard will have a special significance in the South, because no other region stands to gain or lose so much. The low living standards in the South are due primarily to her lack of industry and her dependence upon a limited number of specialized crops. If the gains of the last few years are to be retained, the South must find new industries and must learn to diversify her farming.

I stress the need and the opportunity for fundamental reforms in our southern economy because I want to put what I have to say about social security in its proper setting—not as the solution of the problem of low living standards in the South, but as a necessary adjunct to these other measures. If the South should make no progress in achieving economic parity with the rest of the Nation—which I do not believe will be the case—the contribution that could be made by an expanded social security program is, of course, even more important.

Existing Conditions

For all its recent gains, the South still lags behind the other regions in average income, in health as measured by mortality and morbidity rates, in schooling opportunities, and in most of the other things that go to make up the standard of living.

Per capita income in the South in the war year 1943 was only about two-thirds of that in the country as a whole. In my State, Mississippi, the average was $484, not even half as much as in the country as a whole and only one-third as much as in the richest State in our country.

Low income bears with special harshness upon children, and families with children, as a group, have relatively lower incomes than other families. The high birth rate of the South makes the region one of the chief factors in the continued growth and vigor of the American people. Since many of these children in later life migrate to other regions, the conditions which surround their birth and rearing are of national concern. The South, with more than one-fourth of the estimated civilian population in the United States in 1943 and one-fifth the national income, accounted for nearly one-third of the babies born in that year. Because poverty goes hand in hand with sickness, southern infants have a poorer chance of surviving the first year than children in other States. In 1942 all Southern States, with one exception, had infant death rates above the national average.

A high maternal death rate goes hand in hand with a high infant death rate. Motherhood is a greater hazard in the South than in other regions of the country. Deaths from causes associated with childbirth were in excess of the national average in each of the Southern States, rising in South Carolina to more than twice the national rate. One important reason for such high infant and maternal death rates in the South may be that in 9 of the 13 Southern States less than half the live births occurred in hospitals during 1942. In Mississippi, only 1 baby in 5 was born in a hospital; in Arkansas and Kentucky, 1 in 4; and in Alabama and South Carolina, 3 in 10; while in the Nation as a whole, nearly 7 babies in 10 had this protection at birth.

Southern children who survive the first year remain at a disadvantage as compared with children elsewhere. Many of the so-called children's diseases are more prevalent in the South than in other regions and exact a higher toll of child life.

Adequate food, clothing, and shelter are important for children but they also need health services, and the showing of Southern States in this respect is not very good. A sensitive indicator of the availability of adequate health services is the mortality rates

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*Member, Social Security Board.

[1] In this article, the "South" is used to refer to 13 States—Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, and Virginia. The tables appended to the article, on which general statements in the text are based, give selected data on factors in social security for these States and for the United States as a whole.

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of diseases that are controllable by public health measures, such as typhoid fever, malaria, and tuberculosis. Nearly all malaria deaths occur in the South. The mortality rate for typhoid and paratyphoid fever was four times the national average in Arkansas, at least twice as high in Florida, Kentucky, Louisiana, Oklahoma, South Carolina, and Texas. Deaths from tuberculosis were relatively more frequent in Alabama, Arkansas, Kentucky, Louisiana, Mississippi, Oklahoma, Tennessee, Texas, and Virginia than in the rest of the country.

The burden placed on treatment by the inadequacy of preventive measures is made heavier by the insufficiency of medical personnel and facilities. Doctors tend to stay out of rural areas and areas of low income. The South as a result has less than its proper share of the Nation's doctors, dentists, nurses, hospitals. In 1940 there was one active physician under 65 for every 935 persons in the United States as a whole. In Mississippi the ratio was 1 to 1,784, in Alabama 1 to 1,684. The drawing off of physicians into the armed forces has accentuated the disparity between the South and the rest of the country. In 1941 there were relatively half as many beds for civilians in general and special hospitals in Arkansas and Mississippi as in the United States as a whole. Lack of organized facilities for medical care and the special problem of distributing medical care in rural areas are also reflected in the extent to which the South lags in group hospitalization and prepaid medical care plans.

It is not surprising that the National Health Survey (1935–36) discovered that persons with disabling illnesses received less hospital care in Southern cities than in other cities of the country. Lack of proper food or enough food, poor water supply, poor sanitation, lack of medical attention, all add up in the South as they would anywhere else to lowered vitality, high sickness rates, high death rates, wasted manpower. Little wonder that more than half the registrants examined at local Selective Service boards and induction stations during the period February–August 1943 were rejected for military service in Arkansas, Florida, Georgia, Louisiana, North Carolina, South Carolina, and Virginia. In no Southern State was the rejection rate below 40 percent. The national average was 39 percent, while the rate for the best State (Oregon) was only 24 percent. The North Carolina rate of 57 percent was the highest in the country. The eight States with the highest rejection rates were all in the South.

Operation of Present Social Security Program

The contribution which the present social security program is making to the amelioration of these conditions is important, if limited. Family income threatened by unemployment, certain types of disability, or old age or death of the family earner has been sustained in many thousands of families, and the development of State public health and child welfare programs has been stimulated, under the programs established by the Social Security Act. In 1944, $33 million was paid out to southern families under old-age and survivors insurance, $6 million under State unemployment compensation programs, and $139 million, $28 million, and $6 million to recipients of old-age assistance, aid to dependent children, and aid to the blind, respectively. Dollar for dollar, Federal grants to the States under the act for public assistance and welfare programs have probably gone farther in the South than in any other part of the country because of the generally meager character of the services in Southern States prior to 1935.

Helpful as these programs are, however, they fall short of their full potentialities, particularly for the South, because of the limitations of the present act. The act restricts coverage of old-age and survivors insurance and unemployment compensation to wage and salary workers in most industrial and commercial jobs. Left out are the self-employed, including farmers, shopkeepers, and most professional people; agricultural workers, domestic workers, and others. The three largest groups excluded—farmers, farm wage workers, and domestic workers—represent substantial proportions of the southern labor force.

Benefit rights under both old-age and survivors insurance and unemployment compensation depend not only on employment in covered industry but also on continuity of such employment. Where opportunities for covered employment are relatively fewer, as in the South, the shifts of workers between covered and noncovered jobs seriously affect their chance of building up benefit rights. A person who works part of the year on a farm and part in a sawmill or on a construction project has less chance to build up benefit rights than a worker in a textile mill the year round, although both contribute to the insurance funds while they are in covered jobs.

Largely as a result of differences in wage levels and in continuity of covered employment, average old-age and survivors insurance benefits are lower in the South than in the United States as a whole. A larger proportion of all beneficiaries in the South have their benefits increased by the operation of the minimum benefit provision. In 1940, the minimum $10 benefit was awarded to one in every four primary beneficiaries in Mississippi. A higher minimum benefit would be of particular value to the South.

The situation in unemployment compensation is perhaps somewhat more disadvantageous in the South, because the laws of most Southern States are more restrictive in coverage than those of their neighbors to the North and West. Of the 29 States which cover employees in establishments with fewer than 8 workers, only 3 are in the South. These are Arkansas, Kentucky, and Louisiana. This exclusion of employees in smaller firms, of course, reduces opportunities for covered employment and intensifies the problem of movement between covered and noncovered employment, already large in Southern States because they are predominantly agricultural. Small wonder that the relative number of claims for unemployment benefits disallowed because of insufficient wage credits is higher in the South than elsewhere.

Experience throughout the country indicates that too many workers have such meager rights to unemployment benefits that they use up all the benefits due them before they can get a new job, even in relatively prosperous times. In Texas more than half the beneficiaries in 1944 exhausted their benefit rights. Not only the law itself, but administrative interpretation and legal decisions are far too severe in depriving workers of benefits when they have had to leave a job for personal reasons, such as health or family situations, and fail to get other work when they are able again

to take a job. Provisions in the laws of Southern States make southern workers particularly vulnerable in this respect.

Many families deprived of income as a result of unemployment, disability, or death of the family earner do not qualify for insurance payments under the act but are eligible for public aid. The public assistance titles of the act, establishing Federal-State programs of old-age assistance, aid to dependent children, and aid to the blind, are especially important to the South because of the large proportion of workers affected by the limitations in insurance coverage. The usefulness of the public assistance programs in sustaining living standards is circumscribed, however, by present matching provisions governing Federal aid, by the related problem of low State fiscal capacity, and by State-imposed restrictions on eligibility which hark back to an earlier, harsher era in public assistance.

Let us take, for example, aid to dependent children, which provides assistance to children who have lost parental support or care through death, incapacity, or continued absence from home. Southern families received $28 million under this program in 1944. That is very much more than would have been paid had there been no Social Security Act; at the time of the passage of the act in 1935, laws for aid to dependent children were in effect in only 8 Southern States, and annual expenditures for such aid were less than $700,000. But there is considerable evidence that the southern children are not getting their proper share of the benefits of the program. At the end of 1943 the South, with 33 percent of the children in the country under 18, accounted for 31 percent of the number of children receiving this form of assistance. Since there should be a relation between need and eligibility for assistance, surely the South, with its greater poverty, should have shown a higher rather than a lower than average proportion of children receiving assistance. In Southern States, unlike most others, low recipient rates go hand in hand with small payments. Southern families in 1944 received only 21 percent of the total amount of payments made for aid to dependent children.

The principal reason for the poor showing of the South in this respect is the 50–50 matching requirement of the act. Most Southern States cannot put up as much money for public assistance as Northern or Western States, because they have less. As a result they get less than their share of Federal funds, which can only match what the State or the State and its localities provide. With one-third of the Nation's children the South received only one-fourth of Federal grants in 1944 for aid to dependent children.

Limited funds not only reduce the amount of assistance received by the family on the rolls but keep many eligible families off the rolls altogether. Nearly half the families whose application for aid to dependent children was pending at the end of March 1945 were in the South.

Improvements in the Social Security Program

Nearly 10 years have passed since the States and the Federal Government began their joint venture under the Social Security Act to improve the well-being of our people. It is time to ask ourselves how effectively our program fulfills the intention of Congress "to provide for the general welfare by establishing a system of Federal old-age benefits and by enabling the several States to make more adequate provision" for the security of their people.

This question is especially pertinent today because of the many changes that will come in the wake of the war. A period of economic transition is a testing time for the Nation's social security program. To give it the strength and the resiliency it will need to carry us through the trying days ahead certain changes will be necessary.

If the country recognizes the need for and makes the changes, the South will benefit perhaps just a little more than the rest of the country. The reasons are written large in the evidence of the South's need for greater social security and on the limitation of its place in the present insurance and assistance programs under the Social Security Act.

There is all but universal agreement with the view of the Social Security Board that the insurance protection under the act should be extended to all gainfully employed persons. Such an extension would affect primarily the self-employed (including farmers), farm wage workers, and domestic workers. Nowhere would the effects be quite as far-reaching as in the South, because in no other major region of the country do these groups bulk so large in the working population. Universal coverage of the population, or the nearest practical thing to it, would put an end to taxation without benefit for that large body of workers in the South today who move during the course of the year between covered and noncovered employment, and would make the right to insurance a possibility for farmers and for millions of wage workers on and off farms who now are barred from the system by the law.

Because illness is relatively more frequent in the South, it is the South which would benefit most immediately perhaps from the adoption of the Board's recommendation that wage loss due to sickness or disability and the cost of necessary medical and hospital care be insured under the act. Except for work-connected injury and provisions for veterans, families in the United States today must count on private means or on public assistance when income ceases because of the family earner's illness. By encouraging early treatment of illness and the correction of remediable disabilities, medical care insurance will prevent much of the loss of earnings now attributable to the incapacity or death of the family earner. By providing benefits to replace earnings lost because of incapacity, disability insurance will greatly reduce the need for public assistance. In recent years sickness has been the principal reason for applications for aid in cities reporting regularly to the Board on their general assistance programs.

A medical care program cannot be effective, of course, without doctors and hospitals. To me one of the signal attractions of a program of medical care insurance is that it will help to bring more doctors and hospitals to the South. If funds to pay for hospital care are assured, many communities will be able to find the capital resources to build new hospitals; other communities will need financial aid for hospital construction. Similarly, if doctors are assured of adequate payment for their services and of modern facilities with which to work, they will be less reluctant to settle in the country or in poor communities.

Important too in sustaining family income is an adequate unemployment compensation system, adequate in coverage and in amount and duration of

benefits. It is estimated that demobilized servicemen and employees in war-manufacturing industries in Southern States will represent between 20 and 30 percent of April 1940 employment. Because unemployment benefit provisions vary from State to State, this common problem will be handled in a different way in each State. The Social Security Board believes that responsibility for unemployment compensation cannot safely be divided among 51 separate systems and has recommended a uniform Nation-wide program under Federal auspices. This proposal would permit swift concerted action to harmonize insurance activities with national policy during the change-over of our economic system to peace. Valuable to the South, too, would be the extension of coverage, recommended by the Board, to wage and salary workers now outside the system.

We also need improvements in our public assistance programs. However much we extend the coverage and liberalize eligibility requirements and benefit amounts in social insurance, some persons and families will fail to qualify for benefits for one reason or another. When such persons are in need they should be able to turn to an adequately financed assistance program for help.

The first and most obvious change indicated is a shift from a 50-percent to a variable-matching basis in the distribution of Federal funds. At present the States that themselves spend more and therefore presumably need less Federal aid get the lion's share of Federal funds. Under the Board's proposal, the Federal share would remain at 50 percent for States that do not qualify for additional aid, but would be increased for States with limited resources, as measured, for example, by per capita income.

Another limitation in the present act that could be removed with advantage to all the States is the maximum on the amount of the individual payment which the Board may match—$40 in old-age assistance and aid to the blind and $18 (first child) and $12 (all other children) in aid to dependent children. This restriction is particularly severe in the last program because the maximums are so low. States can and do spend more in individual cases than is matched by the Federal Government, but there is less of such nonmatchable assistance in the South because it is least able to afford it.

At present the Board may match payments on behalf of needy children aged 16 and 17 only if they are attending school regularly. Because suitable schools for older children are not available in some areas, particularly in the South, and because for other reasons school attendance may not be feasible or desirable, we would like to see this requirement also removed.

The requirement that only cash payments can be matched means in all three programs that Federal funds may not be used to meet costs of medical care given recipients except as they may be included in the cash payment. Our experience indicates that we need a more flexible method of sharing in medical costs, and the Board has therefore proposed that matching Federal funds be available to pay doctors and hospitals directly. Such an arrangement would enable Southern States to make more effective use of their limited medical facilities. If the Board's broader recommendations for medical care insurance were adopted, public assistance recipients could be entitled to care on the same basis as insured workers, through contributions made on their behalf by public assistance agencies. Such payments also would be matchable with Federal funds.

In aid to dependent children, the act limits Federal participation to children who are in need because of a parent's death, incapacity, or absence from home. A child in need because his father has no job or earns too little to support the family cannot share in the Federal funds granted. There are other needy persons who do not fit into the three categories established under the act. They can turn for aid only to the general assistance program. In 1943, 7 of the 14 States that depended wholly on local funds for general assistance were in the South. In some of these States there were large areas without even local funds for general assistance. The Board believes that Federal grants to the States for general assistance will make it possible for States to set up a program where none now exists and to raise assistance standards in States that have a program but little money to spend. With needed reforms in the special categories, this change should give public assistance as a whole a flexibility of great importance in the immediate postwar years.

Summary

The war has changed the yardsticks by which we measure social values. More of us are beginning to see that we must reduce regional inequalities in wealth, in opportunities, in community services if our country is to prosper as a whole. Members of the armed forces from all parts of the country are on an equal footing with respect to pay, medical care, vocational rehabilitation, allowances to dependents, provisions for disability, and other veterans' compensation. Can we say the same of the peacetime risks veterans and their families will meet after the war?

Some of the inequalities in our social security programs stem directly from inequalities in the flow of income. As long as wage rates differ and we tie our benefit scale to wages, there will be differences in benefit amounts. Only fundamental economic changes can change this situation. I have in mind for effective action today and for the immediate future something more modest and more manageable—changes in our social security legislation which will take the sharp edge off some of the differences.

This objective does not necessitate special legislation for the South. It can be attained by the simple process of amending the Social Security Act along lines generally recognized as desirable for all parts of the country. The case for strengthening and extending our social insurance and public assistance systems rests in the last analysis upon the needs of the American people as a whole. The present is singularly auspicious, in the words of the Board's *Ninth Annual Report*, for making the changes I have been discussing. That the adoption of these changes will yield extra dividends in the South is a development with which no one, least of all a Southerner, would quarrel.

(*The tables on which general statements in the text are based follow on the next two pages.*)

Table 1.—*Population and income, 1943, and mortality rates and medical care facilities for specified periods, continental United States and 13 Southern States*

State	Population and income				Mortality rates and medical care facilities								
	Estimated civilian population, Nov. 1, 1943 (in thousands)		Number of live births, 1943	Per capita income, 1943	Infant mortality rate,[3] 1942	Maternal mortality rate,[4] 1942	Death rates[5] for specific diseases, 1942			Selective Service rejection rates[6]	Active doctors under age 65, 1944[7]		Hospital beds per 1,000 population[9]
	Total[1]	Under 18 years[2]					Whooping cough	Malaria	Tuberculosis		Number	Population[8] per doctor	
Total, United States	127,308	41,440	2,935,171	$1,031	40.4	2.6	1.9	0.6	39.6	39.2	99,121	1,284	3.3
Total, 13 States	35,278	13,593	935,413	685	49.3	3.5	3.0	2.0	46.4	----------	19,082	1,883	2.1
13 States as percent of U. S. total	*28*	*33*	*32*	--------	*122*	*135*	*158*	*333*	*117*	----------	*19*	----------	----------
Alabama	2,718	1,115	77,042	603	50.1	3.3	2.7	3.1	40.8	49.0	1,273	2,135	1.8
Arkansas	1,736	688	42,983	512	39.7	3.7	2.4	6.0	49.7	55.9	1,109	1,565	1.6
Florida	2,012	649	48,301	874	47.7	4.1	2.2	2.3	38.7	53.2	921	2,185	2.7
Georgia	2,977	1,162	79,215	647	49.3	4.1	3.2	2.5	36.7	51.5	1,561	1,907	1.8
Kentucky	2,549	998	65,363	609	48.4	2.7	4.3	.5	58.6	45.4	1,416	1,800	1.8
Louisiana	2,317	884	61,953	714	48.2	3.5	2.7	2.2	44.1	52.6	1,449	1,599	3.0
Mississippi	1,996	828	59,670	484	47.3	4.4	4.5	3.5	47.1	45.0	945	2,113	1.5
North Carolina	3,347	1,384	94,816	619	48.3	3.4	2.9	.9	37.2	56.8	1,696	1,973	2.3
Oklahoma	1,988	755	48,797	729	41.4	3.1	2.3	1.1	41.5	40.6	1,482	1,341	1.9
South Carolina	1,790	771	53,795	576	58.7	5.3	3.8	5.2	37.4	55.9	793	2,257	1.9
Tennessee	2,818	1,061	71,895	649	46.4	3.0	2.4	1.1	64.3	44.7	1,705	1,653	2.0
Texas	6,260	2,270	163,176	818	53.6	3.0	2.8	1.4	50.1	42.9	3,420	1,836	2.2
Virginia	2,770	1,028	68,407	820	52.5	3.2	3.4	.2	49.5	52.2	1,312	2,111	2.6

[1] Estimated by Bureau of the Census.
[2] Estimated by Social Security Board; see p. 43.
[3] Per 1,000 live births.
[4] Puerperal deaths per 1,000 live births.
[5] Per 100,000 population.
[6] Rejection rates per 100 registrants examined at local boards and induction stations February–August 1943.
[7] Excludes physicians in the armed forces.
[8] Based on estimated population as of Nov. 1, 1943.
[9] Number of beds in general and special hospitals registered by the American Medical Association in 1941 per 1,000 population in 1940.

Table 2.—*Payments under social security programs, United States*[1] *and 13 Southern States, 1944*

[In thousands]

State	Old-age and survivors insurance	State unemployment benefits	Public assistance[2]			Federal grants to States	
			Old-age assistance	Aid to dependent children	Aid to the blind	Public health	Maternal and child welfare
Total, United States	$218,075	$63,113	$693,202	$135,757	$25,357	$10,968	$10,236
Total, 13 States	33,058	6,443	139,203	27,942	5,615	4,204	3,598
13 States as percent of U. S. total	*15*	*10*	*20*	*21*	*22*	*38*	*35*
Alabama	2,670	592	5,611	1,380	138	357	324
Arkansas	1,130	204	5,538	1,556	280	177	197
Florida	3,209	618	11,348	1,405	699	217	194
Georgia	2,535	356	9,058	1,189	353	387	289
Kentucky	3,311	689	7,119	1,235	240	368	254
Louisiana	2,123	594	9,645	4,501	453	271	214
Mississippi	893	158	3,897	780	233	327	293
North Carolina	3,009	357	4,544	1,645	447	395	341
Oklahoma	1,554	381	24,536	5,511	668	213	230
South Carolina	1,518	255	3,498	952	191	266	284
Tennessee	2,558	1,434	7,576	4,034	373	347	216
Texas	5,416	479	44,409	2,612	1,349	648	485
Virginia	3,132	326	2,424	1,142	191	232	276

[1] Data for continental United States, Alaska, and Hawaii except for aid to the blind, which excludes Alaska and Delaware. Federal grants to States include data for Puerto Rico.
[2] Expenditures from Federal, State, and/or local funds.

Table 3.—*Covered workers as percent of employed labor force, public assistance recipient rates, and average payments to individuals*

State	Social insurance				Public assistance							
	Percent of employed labor force covered by [1]—		Average benefit		Recipient rates,[4] December 1944			Average payments, December 1944			Federal grants to States 1943, for—	
	Old-age and survivors insurance	State unemployment compensation	Old-age and survivors insurance [2]	State unemployment compensation [3]	Old-age assistance	Aid to dependent children	Aid to the blind	Old-age assistance	Aid to dependent children	Aid to the blind	Aid to dependent children per child under 18 years, 1943	Old-age assistance per person 65 years and over
Total, United States [5]	59.9	49.0	$24.50	$15.90	208	15	56	$28.42	$45.55	$29.31	$1.41	$34.52
Total, 13 States	44.2	31.6	----------	11.46	----------	----------	----------	19.00	28.55	21.32	1.02	30.37
13 States as percent of U. S. total	----------	----------	----------	*72*	----------	----------	----------	*67*	*63*	*73*	*72*	*88*
Alabama	41.3	31.1	21.23	11.64	206	12	28	15.90	25.16	16.33	.65	12.87
Arkansas	30.7	24.2	19.48	11.15	240	18	72	17.90	28.41	20.05	1.19	22.02
Florida	54.0	37.5	22.24	12.96	280	17	113	28.55	33.21	29.66	1.05	29.34
Georgia	42.8	32.1	20.67	10.54	398	9	70	11.19	24.71	14.03	.56	25.79
Kentucky	44.1	30.6	22.07	10.50	263	13	64	11.31	24.71	12.98	.34	18.38
Louisiana	45.1	36.2	21.79	14.46	285	27	61	22.32	36.98	25.82	2.53	35.84
Mississippi	26.6	15.5	19.54	11.16	233	9	72	14.80	25.82	16.86	.41	11.95
North Carolina	49.5	37.4	20.20	7.91	192	11	68	11.82	22.89	17.07	.74	15.55
Oklahoma	44.5	27.5	23.17	14.69	497	45	94	28.61	33.47	31.35	3.09	71.39
South Carolina	42.2	32.3	20.45	11.15	241	13	50	13.93	23.85	19.74	.61	17.51
Tennessee	46.6	32.6	20.98	11.45	208	27	55	16.59	31.01	20.11	1.79	19.46
Texas	45.8	31.1	22.56	11.55	447	10	74	21.73	20.83	24.20	.72	61.30
Virginia	51.3	36.0	22.01	11.13	92	10	35	13.17	27.90	17.35	.70	7.47

[1] Estimated number of persons covered by old-age and survivors insurance and State unemployment compensation programs in March 1940 as percent of employed labor force during census week of March 24–30, 1940.

[2] Average monthly primary benefit awarded during January–December 1943, based on residence of claimant at time claim was filed.

[3] Average weekly benefit for total unemployment during January–December 1944.

[4] Persons receiving old-age assistance per 1,000 population aged 65 or over as of April 1944; children receiving aid to dependent children per 1,000 population under 18 years as of November 1943; and persons receiving aid to the blind per 100,000 civilian population as of November 1943.

[5] See table 2, footnote 1.

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U. S. GOVERNMENT PRINTING OFFICE: 1945

SOCIAL SECURITY IN THE SOUTHERN REGION: AN APPRAISAL

Southern Regional Council
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

May, 1946

MEMORANDUM

TO: Dr. Guy B. Johnson

FROM: Ira De A. Reid, Margaret Price, James O. Slade

SUBJECT: "Social Security in the Southern Region: An Appraisal"

We are herewith submitting the draft of a piece of research recently completed.

Some conception of the nature, scope, and purpose of the study may be gained from the outline of the inquiry.

If this draft is acceptable, it is felt that revised copies made available to state divisions of the SRC and to the public welfare departments of the Southern Region may prove helpful in creating a new consciousness of the "state of social security" in this section, out of which may come some of the suggested reforms proposed in the body of the study.

It is further felt that a digest of the study for publication in New South and general distribution may give much needed information to large numbers of persons on salient features and aspects of social security in the Region.

June, 1946

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I. INTRODUCTION

In the Southern Regional Council's pamphlet, Wanted: The South's Future for the Nation (March 1946), which was based on Dr. Rupert B. Vance's book, All These People, there appears this paragraph on page 5:

"Although the question of social objectives is highly controversial, one conclusion can be generally accepted. This is simply that society should survive. Among the objectives that will enhance the survival value of any economy there are two that stand out clearly: (1) the full utilization of human and material resources; and (2) the logical and fairly equitable distribution of incomes. By 'fairly equitable distribution' we do not mean equal distribution of wealth and income but a range which, in addition to reflecting individual contributions to the total welfare, allows for a continuation of the economy at a level high enough to secure the objectives of full utilization of resources and thus of survival."

The attainment of these objectives in the South will involve regional planning to fit in with long range national planning. Dr. Vance's conclusion, after surveying the total picture of the South, is that an all inclusive statement of the regional goal which best fits in with long-term goals of national planning is "a higher level of living for the great mass of the South's population. Unemployment, inadequate income, under-consumption, and inefficient use of natural and human resources are seen as the constituents of a low standard in a nation as richly endowed as America. 'A modern nation,' it has been pointed out, 'can not avoid balancing its total production-consumption budget. This can be done at a low level with a great deal of unemployment, inefficiency, and suffering; or it can be done at a high level with full

employment, high efficiency and a better life for all.'" *

The war gave new impetus to the economic development of the South along the lines of "full employment, high efficiency and a better life for all." New industries, greater volume of employment, higher wages, higher prices to its farmers and more income all around came as a result of the war. Mrs. Ellen S. Woodward, member of the Federal Security Board, says that ". . . It is in part to these war industries but also to the expansion of job opportunities in the traditional industries of the South that we must attribute the substantial rise in employment and the doubling of pay rolls between 1939 and 1943. Gains in wage income were paralleled by a substantial growth in farm income." **

It is true that much of the South's gains may be temporary. "In the South, as elsewhere, much will depend on the ingenuity, the economic imagination, the boldness we use in putting to peacetime uses our unparalleled productive capacity....The low living standards in the South are primarily due to her lack of industry and her dependence upon a limited number of specialized crops. If the gains of the last few years are to be retained, the South must find new industries and must learn to diversify her farming."***

But whether the South proceeds at her old level of low employment and low income or at the level of high income and full employment stimulated by the war, a sound program of social security is necessary. Social security is no panacea for economic ills, nor is it a substitute for full employment. Rather, as the social security program operates today in a low income, underemployment economy, its primary purpose is to provide assistance in the form of money grants to persons who can find no place in the economic life of the

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*Wanted: The South's Future for the Nation, p. 5, quoting John Maynard Keynes,
** The General Theory of Employment, Interest, and Money, pp. 372, 381.

***Ellen S. Woodward, "What Social Security Can Mean to the South," Social Security Bulletin, Vol. 8, No. 7, July 1945.

Region or the Nation, while in a high income, full-employment economy, it provides, primarily, a measure of security against periods of unemployment and against economic impotence in old age.

President Roosevelt, in signing the Social Security Bill in 1935, called it "a cornerstone in a structure which is being built but is by no means complete...a structure intended to lessen the force of possible future depression....It is, in short, a law that will take care of human needs and at the same time provide for the United States an economic structure of vastly greater soundness."

In the low income, predominantly rural South, the public assistance features of the social security program have operated to a greater extent than have the insurance provisions (old age and survivors insurance and unemployment insurance); i.e., the South had in June, 1945, 22 per cent of the nation's aged, and 31.1 per cent of the recipients of old age assistance; it had 36.4 per cent of the nation's estimated blind population and 41.2 per cent of the recipients of aid to the blind; it had 32.8 per cent of the nation's youth under 18 years of age, but 33.6 per cent of the recipients by families of aid to dependent children. It had, on the other hand, during various periods between 1943 to 1945, only 23.2 per cent of the workers with wage credits to qualify them for old-age and survivors insurance, and 17.8 per cent of the Nation's citizens who were receiving benefit payments under the old age and survivors insurance program. In 1944-1945, the South had only 11.2 per cent of the nation's recipients of unemployment compensation, and 21.3 per cent of the workers earning wage credits which would qualify them to receive unemployment compensation. Payments in all types of programs were lower in the South than in the rest of the

Nation, as will be pointed out later.

If the South continues in its low income, predominantly rural state, under the present social security program it will continue to miss full advantage of the security provisions of that program. Even if the Act were amended to include agricultural and domestic workers in the old age and survivors insurance program, the number of recipients and the amount of payment will remain low as long as the income of the South remains low. In such a case, however, a program of social security will be necessary as an adjunct to low living standards.

But if the South consolidates the economic gains it made during the war years and assumes its rightful place in the economy of the nation—if it balances agriculture and industry; production with consumption; if it attains full employment and high income; if its citizens are to enjoy freedom from fear of economic insecurity—a sound program of social security is a necessity.

The aim of this discussion of social security is to show how the program has operated in the South in the past and to point out its possibilities for operation in the future. The survey of the whole program has revealed that the Southern states have failed to take full advantage of all the features of the program, and have only partially developed others; that in many instances the social security program itself does not meet many of the peculiar needs of the Southern Region. Southern states might make certain changes in their provisions for participating in the program. At the same time, certain changes in the national program might be effected in order to best serve the interest of the South and of the Nation. No other region has as much to gain from an expanding program of social security. Here where per capita income is lowest

and many untoward social conditions are more prevalent than in other regions of the nation, the need for an adequate program of social security is greatest.

Many special studies have been made of the South's need for a social security program. In addition to this, the reports and bulletins of the Social Security Board and the Federal Security Agency have frequently given special emphasis to the special problems of this area.*

This analysis endeavors to correlate materials from Social Security Bulletins, the Annual Reports of the Federal Security Agency, the Public Welfare Bulletins of the thirteen states, and other sources.** While attempt was made to utilize as much 1945 data as were available, 1945 welfare bulletins for some of the states were not available.***

Lack of uniformity in organization and reporting in state bulletins made clear and satisfactory analysis and comparisons difficult. This lack of uniformity led to the wide use of data under the programs of the Social Security Act.

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* "South", or "Southern Region" in this study refers to the following thirteen states: Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, and Virginia. "Region" refers to the same thirteen states.

** Such frequent use was made of the materials in Social Security Bulletins and the Annual Report of the Federal Security Agency that it was deemed advisable not to burden the reader with excessive references (footnotes). It should be noted, however, that the staff constructed special tables and computed percentages from the source materials so as to make much of the following analysis possible.

*** It is probable that at the time of this study some changes have occurred in those states for which only 1943 and 1944 bulletins were obtainable.

The inquiry includes each of the major phases of the Social Security Act, and many of the aspects of public welfare programs in the states constituting the Southern Region.

The study purports to discover certain general patterns in the administration and operation of a variety of types of assistance for the separate states of the South, the Southern Region, and the rest of the United States. Findings and comparisons should point up the Region's major needs and problems in the field of social security; and should establish a basis for recommendations where social security services are inadequate.

II. NATURE AND SCOPE OF SOCIAL SECURITY

The Social Security Act, as passed in 1935 and amended in 1939, is made up of ten distinct but related programs which may be grouped under three headings:

Social Insurance

(a) Employment Security, including public employment service and unemployment insurance

(b) Old Age and Survivors Insurance

Public Assistance to the Needy

(a) Old Age Assistance

(b) Aid to the Needy Blind

(c) Aid to Dependent Children

Health and Welfare Services

(a) Child Welfare Services

(b) Services for Crippled Children

(c) Maternal and Child Health Services

(d) Retraining for Disabled Workers

(e) Public Health Services

Through the various programs, the Social Security Act provides social insurance protection in order to prevent future hardships and make for the security of working people and their families.

"To relieve present hardships and care for people whose needs are not met by the social insurance programs, the Act provides for various other kinds of protection: For needy old people, for dependent children, and for the needy blind, this means cash allowances each month. For mothers and children, it means special health and welfare services. For disabled workers it means retraining for other kinds of work, so they can be self-supporting again. For the people in general it means extending public health services in every part of the country."*

In line with American ideals and practices, the Social Security Act provided for Federal-state participation in the program. Under the provisions of the Act, the Federal Government matches on a 50-50 basis whatever funds each state provides for programs of old age assistance, aid to dependent children, and aid to the blind. The Federal Government also participates in the administration and financing of the other programs. The old age and survivors insurance program is the only one administered entirely by the Federal Government.

III. SOCIAL INSURANCE

A. OLD AGE AND SURVIVORS INSURANCE

The Nation's population aged 65 and over increased from 1930 to 1940

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*What Is Social Security?, Federal Security Board, July, 1940.

from 6,642,053 to 9,019,314, an increase of 35.8 per cent. In 1930 the aged constituted 5.4 per cent of the population, but in 1940 they constituted 6.9 per cent. Dr. Vance says that this increase was in excess of normal expectations based on previous age composition and survival rates, and represents misstatements of age to census enumerators by persons who hoped to be in line for old age pensions and benefits. He concludes, however, that this "pseudo-increase" in the aged serves to measure two things: a felt need for security in old age and "a degree of illiteracy which prompts the conviction that this procedure will influence selection for such pensions."*

Although the aged (65 and over) constituted a smaller percentage of the total in the Southeast (excluding Texas and Oklahoma) than in the rest of the nation -- 5.4 per cent as compared with 6.9 per cent for the nation as a whole, the importance of an old age pension system to the Region is not decreased. The young may also benefit under the old age and survivors insurance plan, if the covered worker has children under 16 or 18, if in school. Since the South has a high percentage of young people, this group might also benefit under the system. The percentage of the young in the Southeast -- 0-14 -- constituted a larger percentage of the population of the Region than in the United States as a whole in 1940; i.e., the group aged 1-14 constituted 30.6 percent of the Southeast's population, but only 25 per cent of the Nation's population.

As the nation has changed from a rural economy to a highly industrial economy, and as the aged in the Nation's population have increased, provisions for care of the aged have, of necessity, changed. No longer is

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*Rupert B. Vance, All These People, p. 56.

it always possible for families to care for their aged members. The program of old age and survivors insurance is a system whereby wage earners in business and industry accumulate wage credits during their youth and mature years to allow them to retire at age 65 and receive monthly insurance payments, or to allow the surviving members of their families to receive such payments, in case of the death of the worker. The program is operated by the Federal Government through the Social Security Board and the United States Treasury. State governments have no part in the program. Wage earners and their employers share the cost of the program by paying special taxes into a fund in the United States Treasury, out of which benefits are paid.

Before the enactment of national social security legislation in 1935, seventeen states had laws providing for old age pensions, but only one of the seventeen was a Southern state — Kentucky. The Kentucky plan remained practically inoperative, since its administration was left to the counties and only one county out of the 120 in the state had adopted the system by 1935.

The conservatism of the South in the matter of providing for the aged may be partially explained by the prevailing idea that it is the duty of families to care for their older members. The poverty of the Region made and makes such care a burden on families. If the South continues her trend toward industrialization, the old age insurance progivions of the Social Security Act will gain in importance to the Region and will help to contribute to a sound economy by providing purchasing power and a decent standard of living to the aged of the Region without subtracting from the income of workers. Even if she remains primarily agricultural, the South could benefit from an old-age insurance program, provided the present system

is amended to include agricultural workers.

Under the national Social Security Act, the amount of the insurance payments is based on the workers' own wages in jobs covered by law, and is, therefore, related to the tax he has paid. In order to qualify for benefits, the worker must have earned a certain amount of wages in jobs covered by law, i.e., in factories, shops, mines, mills, stores, offices, banks, building-and-loan associations, American ships, or other kinds of business or industry. Excluded are agricultural workers, domestic workers, public workers (city, county, state, and federal), employees of non-profit organizations, and self-employed persons. In general, anyone would qualify who had earned, in a covered industry, $50 or more a quarter a year, in at least half the quarter years between January 1, 1937 when the system went into effect, and the quarter year in which he became 65 or died. Members of the worker's family are qualified for benefits if he (the worker) is receiving benefits or if he is qualified when he dies, and they establish certain facts such as their age and relationship to him. In order to receive payments, the beneficiary -- whether the worker or a member of his family -- must not be working on any job covered by the law if the job pays $15 or more a month.

Benefit payments under the system of old age and survivors insurance are of two types: retirement and survivors. Retirement payments are made to the worker himself, in which case it is called the primary award, to the wife of the worker if and when she is 65, and to his children until they are 16 or 18, if still in school. Survivors payments are made to children until they reach 16, or 18 if still in school, to the widow as long as she has such children in her care, to the widow if or when she is 65, or to his dependent parents at age 65, if he has left no widow or young child.

The exclusion of agricultural and domestic workers seriously limits the effectiveness of the program in the South, wince the Region has such large groups of these workers. In 1940 in the United States as a whole, 19.8 per cent of the employed labor force was engaged in agriculture, forestry, and fisheries, and 5.5 per cent in domestic service. In the thirteen Southern states, the percentage of the employed labor force employed in agriculture, forestry, and fisheries ranged from 20.1 in Florida to 59.6 in Mississippi, with the median being 35.1, found in North Carolina and Oklahoma. The percentage of the labor force employed in domestic service in the South ranged from 4.8 in Oklahoma to 11.4 in Florida, the median being 7.3 in Tennessee.

These large percentages of Southern workers are not covered under the old age insurance program. In 1937 when the Nation had 70 per cent of its employed workers covered by old age and survivors insurance, the Southeast (which excludes Texas and Oklahoma) had hardly half its workers covered. The Southeast had hardly half its employed workers covered, while the Nation had three-fourths covered; the Southeast had hardly half its male workers covered, as compared with 70 per cent for the Nation. Of the 21.4 million civilians in excluded jobs in the Nation as a whole in an average week in 1944, about 8.1 were in agriculture, either as farm employees or as farm owners. The exclusion of public workers, employees of non-profit organizations, and self-employed persons also detracts from the effectiveness of the program, both in the South and in the nation.

The shift of many workers from covered to uncovered occupations during their working period means that some fail to accumulate enough

quarters of coverage to qualify for any benefits, although they contribute to the system when they have taxable wages. The shift for other workers means that they qualify for smaller benefits than if they worked full time in covered areas. Since in agricultural areas a greater proportion of covered workers work at times in uncovered areas, the loss of coverages due to a shift in occupation works a hardship on Southern workers. For example, agricultural workers, uncovered under the system, may work part of a year in a sawmill where they would be covered. They might fail to accumulate sufficient work credits and/or wages under their sawmill employment, however, to qualify for insurance benefits, whereas if they were also covered in agriculture, they could accumulate sufficient credits and wages.

Average benefit awards in the South are lower than in the Nation. The benefit formula in effect today holds benefits at a lower level in sections of the country where the prevailing wage rates are lower -- as in the South -- and at a higher level in areas where wage rates are higher, as in the North and West.

For instance, the national average payment to the retired worker in 1943 was $24.50; the range of averages in the Southern Region was $19.48 for Arkansas to $23.17 for Oklahoma, the median being $21.23. (These figures and those which follow are based on payments from January to December, 1943.) In six Southern states -- Arkansas, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee -- the average primary benefit payments were less than $21. It was only slightly higher in Alabama. States where average primary benefits exceeded $25 were industrial states of the North and West. The average higher benefits in these regions reflect not

only the fact of higher wage rates, but also the fact that there is in these areas greater continuity of covered employment than exists in the predominantly agricultural South.

The average child's payment for the Nation was $12.49; the range for the South was $8.79 to $11.60, the median being $10.41.

The spread in the child's benefits ~~are~~ is not entirely due to the difference in average wages. Since the average number of children per family is larger than in other regions in the South, maximum benefit provisions would lower more benefits in Southern states than in others, while minimum benefit provisions, which often result in the increase of a single child's benefits to $10, would operate more freely in other areas.

The national average for the wife of the retired worker when she had reached age 65 was $12.83. The range in the Southern states was $9.97 in Arkansas to $12.51 in Florida. The median was $11.11. The average widow's payment for the nation was $20.11; the range for the South was $16.47 to $19.77. The median was $18.43. For the Nation, the widow's current benefit averaged $19.92; for the South it ranged from an average of $14.50 to $18.82. The median was $16.54. Maximum benefit provisions affect widows' current benefits as they do the child's benefit average. For parents of the decaased worker, the national average was $13.34; in the South, such payments ranged from $10.07 to $14.09, the median being $11.83.

The average for Oklahoma was highest for all benefit payments in the South except that to the retired worker's wife, in which case it ranked second highest. The average for Arkansas was lowest for benefit payments to the retired worker, his wife, and his widow; it was second lowest for the child's payment, Mississippi ranking lowest, and third lowest for the

widows' current benefit payment. The Mississippi average was lowest for this type of payment, while South Carolina was second lowest.

The Social Security Board has recognized the afore-mentioned deficiencies in the old age and survivors insurance program and has made recommendations for their correction. It has also pointed out other features of the program which experience has proved should be modified.

The Board recommends that the qualifying age for women beneficiaries be reduced from 65 to 60. Since wives are usually younger than their husbands, it often works undue hardship on a family when the man is forced to retire at 65 and the supplementary benefit for his wife is not payable until several years later. Also, women have greater difficulty than men in keeping their jobs after age 60. ~~It~~ The Board considers benefit provisions too low, and recommends that they be increased. Field studies reveal that most beneficiaries have been pinched by rising living costs. The Board also recommends that the amount a retired worker may receive in wages and still retain insurance benefits should be increased.

These recommendations are incorporated in the provisions of the proposed Wagner-Murray-Dingell Bill for Social Security. This bill also provides that the provisions for determing insured status shall be adjusted "to overcome the handicap of persons not previously in covered employment and to protect the insured status of persons employed in government arsenals or other war work not covered by social insurance."

B. EMPLOYMENT SECURITY

In this Region where wages and the standard of living are low; where large numbers of persons in the labor force are engaged in occupations not covered in the provisions of the Social Security Act, particularly agricultural and domestic service workers; where other unfavorable economic condi-

tions persist, the term employment security takes on a special meaning. Whatever applies, in terms of need of employment security, to the Nation as a whole applies to the South moreso.

"Employment security means, first of all, a job. But it also means something for the worker and his family to live on when wages stop because he has lost his job, or while he is laid off and waiting to get back to work. This part of the social security program therefore provides a double service -- bringing men and jobs together, and paying out-of-work benefits to insured workers when they are unemployed.

"Every State has an employment security program. The Federal Government cooperates in all these State programs as long as the law and its administration conform to the Social Security Act.

"To help the worker get a job and keep that job, the State Governments, with the Federal Government sharing the cost, maintain a system of public employment offices...

"It is the business of these public employment offices to help workers find jobs and to find workers for employers who have jobs to be filled. This service is free to all workers and employers in the country."*

Unemployment Insurance

"The purpose of unemployment insurance is to provide regular weekly payments for insured wage earners who are out of work. These payments help the worker and his family over times when wages stop. The system is operated by the States with the Federal Government paying the cost of administration. Each State has its own law. These laws follow a general pattern, though many provisions differ considerably from State to State. In all States, regular benefits are paid out of a special State

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*What Is Social Security? Federal Security Board, July, 1940.

fund to unemployed workers who qualify under the State law."*

"In the fiscal year 1944-45, State unemployment insurance systems began to show the effect of a decline in civilian employment in war production. The number of workers employed in firms covered by State unemployment compensation laws declined slightly during the year 1944 to an estimated 29.3 million in Decmeber, 6.3 per cent below the wartime peak of June 1943. Nearly all the net decline was attributable to reductions in contract construction and manufacturing. States in which such employment was concentrated were the first to feel the impact of a decline in war production.

"Collections under State unemployment compensation laws declined 7.5 per cent from the total in 1943-44, largely because of the experienced-rating provisions of 42 of those laws. Despite the special war-risk contributions required in 12 States, the fiscal-year increase ($1.3 billion) in total funds available for benefits was less than in the preceding year. As of June 30, 1945, the States faced the economic problems of reconversion with nearly $6.7 billion in combined reserves for unemployment benefits -- enough to pay benefits for the maximum duration provided under their laws to 61 per cent of all workers in covered jobs in March 1945."* (Social Security Board, Annual Report of the Federal Security Agency, Section 5, p. 86.)

Claims and Benefits

"Initial claims for benefits give an approximation of the number of new spells of unemployment in a benefit year among workers in the covered labor force. In June 1945, 269,000 such claims were filed in local offices, more than double the number in June 1944 and nearly three times that in the low months for initial claims, September 1943. In claims receipts, as in nearly all operations under the 51 State programs, the year's experience

*Social Security Board, Annual Report of the Federal Security Agency, Section 5, 1945, p. 86.

differed widely among the States. In Delaware, for example, the increase in initial claims over June 1944 was more than 600 per cent,...while seven States... reported decreases of which the largest (30.8 per cent) was in Colorado. In June, 1945, the average weekly number of beneficiaries was 129,400 -- 66 per cent more than the number a year earlier and more than twice that in November, 1943, the lowest month on record for the country as a whole.

"In the fiscal year 1944-45 States paid $71.2 million in benefits under their unemployment compensation laws, as compared with $61.0 million in 1943-44."*

The "What Is Social Security" leaflet released in 1940 carries the following information on out-of-work benefits paid by the states:

"An unemployed worker is entitled to these insurance benefits if he meets certain requirements of the State law. These vary somewhat, but in general they require that:

1. He must have been working on a job covered by State law. This usually includes jobs in factories, shops, mines, mills, stores, offices, or other places of business and industry, including banks and building-and-loan associations. In about half the States the law applies only to concerns which have 8 or more persons on the pay roll during 20 weeks of the year. In other States it also applies to smaller businesses.

2. He must have had a certain amount of pay or work on such jobs during the year or two before he lost his job or was laid off. Usually the amount of pay required is stated as so many times the amount of his weekly

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*Social Security Board, Annual Report of the Federal Security Agency, Section 5, 1945, p. 86.

benefit payment.

The amount of benefit payments in most States is about half the worker's regular full-time weekly pay up to a certain maximum -- usually $15 a week. If he is entirely out of work, most States provide that he shall not receive less than a minimum -- usually $5 a week."

C. UNEMPLOYMENT COMPENSATION

In all phases of the unemployment compensation program the South lags far behind the rest of the United States. The South's large share of the Nation's farmers is not quite a satisfactory answer for the great disparities between the Region and the rest of the country in the program.

Nearly 90 per cent of the country's unemployment compensation beneficiaries lived outside the Southern Region during the fiscal year 1944-45. The benefit payments to workers in the Southern Region during this period were smaller (2.0 per cent) than the per cent of beneficiaries in the thirteen states.

An analysis of the statistics for weeks compensated, initial claims, employers subject to state law, funds available for benefits showed roughly an average percentage of 87 for the rest of the United States in each of these aspects of the program, and 13 per cent for the South.

Workers with wage credits in the South were represented by more than 20 per cent of the total. Federal grants for administration during the fiscal year 1944-45 were $4,912,000, or 16.5 per cent of the total for all states.

Continuing the analysis of the 1944-45 unemployment compensation data, it was noted that Tennessee had between one-fifth and one-sixth of the

Region's total beneficiaries. In total benefit payments Tennessee also led the other states with $1,382,000. No other state in the South spent as much as a million dollars. In average weekly benefits for total unemployment Tennessee, however, was out-classed by Louisiana ($14.69), Oklahoma ($14.60), Florida ($13.03). Texas ($12.12), Georgia ($11.70), and Alabama ($11.68). Tennessee's average was $11.66. The combined total of beneficiaries for Louisiana, Oklahoma, and Texas was approximately the same as Tennessee's total.

North Carolina's average weekly benefit of $9.22 was the lowest in the thirteen states. States in the $10 bracket were Arkansas, Kentucky, South Carolina, and Virginia.

At the top of the list in funds available for benefits was Texas with $149,000,000; second in the list with $101,000,000 was North Carolina, which state the reader will recall paid the lowest weekly benefit. Arkansas and Mississippi had the smallest funds available for benefits.

Accounts in the Federal Unemployment Trust Fund

For the fiscal year 1944-45, the total deposits for all states in the Federal unemployment trust fund were $1,255,281,000, of which deposits 86.7 per cent were credited to the rest of the United States and the remaining 13.3 per cent to the Southern Region. Tennessee and Texas had deposits of more than $20,000,000 each. At the bottom of the scale came Mississippi, South Carolina, and Arkansas, the former states having approximately $6,100,000 each, and Arkansas, $5,587,000.

Withdrawals for the year were highest for Tennessee, Kentucky, and Florida. Tennessee's withdrawals exceeded those of Kentucky and Florida by nearly a half million dollars. Mississippi's withdrawals of $160,000 were

exceeded by Tennessee's withdrawals more than eight times.

Texas and North Carolina had the largest balances at the end of the year -- more than $100,000,000 each. The states which had balances of less than $40,000,000 were (in this descending order) South Carolina, Arkansas, and Mississippi.

Deposits, interest, and withdrawals and balance at the end of the year constituted 13.3 per cent or less of the South's share of the total in the state accounts in the Federal unemployment trust fund during the fiscal year 1944-45.

SALIENT FACTS

No attempt was made in the foregoing analysis of employment security to relate rates, percentages, and the like to numbers of workers engaged in occupations covered, or not covered, by compensation laws. A general observation of the industrial distribution of the employed labor force, by states, showed that the South has a high rate of workers in occupations not covered by unemployment compensation laws. The workers here who fall into the purview of compensation laws did not, on the average, receive benefits comparable to those received outside the Region. Not only are the average weekly benefits for total employment considerably higher in many states in the rest of the United States, but when the average was determined for all states, (including the South), it was found to be $2.01 higher than the highest payment for any state in the Region, and $7.48 higher than the lowest payment here.

While the disparities between the Region and the rest of the United States in unemployment compensation are not as pronounced as they are in other types of assistance programs, nevertheless there is need for improvement in this area of the means and conditions which safeguard the interest and welfare of workers, who in the face of the inevitable work uncertainties

which inhere in our economic system must look to liberal unemployment emergency programs in order to maintain their respectability through security until business and industrial adjustments are made so as to restore them to their places as wage earners.

The rigid eligibility for benefits conditions in some states should be relaxed. It appears unfair, for example, to generally disqualify claimants who refuse a job remote from their homes, or claimants whose work shift seriously interferes with the care of children, other household duties, etc. Likewise, voluntary leaving of a job because of illness or other extenuating circumstances should not disqualify a worker for benefits.

Furthermore there seems to be a need for considerably more uniformity among the states in the administration and operation of these compensation programs.

IV. PUBLIC ASSISTANCE TO THE NEEDY

In 1943 the South had more than one-fourth the estimated civilian population of the nation, with only one-fifth the national income. Per capita income in the South in the war year 1943 was only about two-thirds of that in the country as a whole. In Mississippi, the average was $484, not half the average for the country as a whole, and only one-third as much as that in the richest states in the nation. In a region of such low per capita income, an adequate program of public assistance to the needy becomes a necessity. Even in areas in which there is full employment and high income, however, there are certain groups which are "unemployable" and which thus need assistance -- the aged, the young, the physically

and mentally handicapped. The Social Security Act provides for these groups through the program of public assistance to the needy.

Despite the need for a planned, adequate program of public assistance, the South has been rather conservative in providing such a program; in fact, it was the enactment of the Social Security law, providing for Federal matching of state funds for public assistance, which stimulated the development of such programs in the Southern states.

Prior to the passage of the Social Security Act in 1935, few Southern states had state-wide programs of public welfare. The care of the needy individuals was the responsibility of localities and individuals, usually discharged through the medium of the antiquated almshouse and poor farm system, or through providing the barest necessities to needy persons. Most states made some sort of provision for the delinquent, the feeble-minded, and the neglected through institutionalization. Some states had made provision for some aspects of child welfare through state child welfare departments. A few states had welfare committees and/or divisions and departments, but in the majority of the states the formal organization of a state department of welfare was effected between 1935 and 1938, after the enactment of the Federal Security law.

It would be incorrect and unfair to say that the states made adjustments and improvements in their welfare programs for the primary purpose of utilizing the money provided by the Federal Government, but it is true that the Federal funds acted as a stimulus to states to improve their welfare programs. The majority of the Southern states were financially unable to provide an adequate system of public welfare without Federal aid. The acceptance of the terms of the Social Security Act by the Southern states must be attributed in part, at least, to an increasing public concern for the welfare of

its citizens. The fact that increasing amounts of money have been made available by states for their public welfare programs as their financial ability has improved strengthens the view that Southern people are developing in their concern for public welfare.

On the whole, however, the South has remained conservative in its attitude toward welfare. The Virginia Report of the Department of Public Welfare for the fiscal year ending June 30, 1944, while recognizing that insufficient funds, particularly local appropriations, have been the principal immediate reason for inadequate public assistance grants in that state, nevertheless concludes that "fundamentally, prevailing conservative attitudes of the public has been largely responsible" for the low grants.

The North Carolina biennial report for 1942-1944 says that the failure of the state to keep pace with other states in the size of its assistance grants is not due so much to lack of state funds as "to inadequate recognition of a great state's responsibility for the welfare of its aged and its rising generation."*

The "conservative attitude" which has hampered the growth of social security programs in the South and the nation can be best understood in terms of the impact of the country's history upon our thinking on matters of economic need, and our notions relative to individualism, independence, etc. The tendency to accept the view that there is no substantial economic need among our fellowmen, and the feeling that if there is need, the burden should be borne by persons and/or agencies other than governments, are aspects of the conservative attitude toward public assistance. In spite of its prevailing conservative attitude, now rapidly losing ground, however, the South has made advancement in its public welfare programs. A discussion of each of

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*Biennial Report of the North Carolina State Board of Charities and Public Welfare, July 1, 1942 to June 30, 1944, p. 13.

the three types of assistance programs as they operate in the South -- old age assistance, aid to the blind, and aid to dependent children -- will reveal certain discrepancies and deficiencies in the program, as well as evidences of real development of the concept of public welfare.

A. OLD AGE ASSISTANCE

Eligibility Requirements

Eligibility requirements for old age assistance vary somewhat from state to state, since each state establishes the conditions under which needy individuals may receive assistance, and determines how much they shall get. The Social Security Act merely sets forth certain broad conditions which must be met if a state is to receive Federal funds. Many of the eligibility provisions which Southern states impose seriously limit the program so that it does not operate to the most effective extent possible.

The Act does not require that states impose any residence requirement for eligibility for old age assistance; it merely specifies that if such a requirement is imposed, and the state wishes to receive Federal aid, the maximum period of residence in a state must be one year immediately preceding application and four additional years out of the last nine. All Southern states except Alabama, Arkansas, Georgia, Louisiana, Mississippi, and North Carolina imposed this maximum, according to information correct as of July 1, 1945. Except for Louisiana which imposed a three year residence requirement, the aforementioned states require only one year of residence.

Citizenship is not a Federal requirement, although states may impose it. Of the Southern states, only Florida, Kentucky, North Carolina, South Carolina, and Texas impose a citizenship requirement. Residence and citizenship requirements often exclude many needy persons. The wartime and recon-

version shifts in population have greatly intensified the seriousness of a residence requirement in excluding needy persons who otherwise would qualify for assistance.

Sixty-five is the minimum age at which needy individuals may receive old age assistance, according to the Social Security Act, and Southern states recognize this age minimum.

Since each state decides how much property or other resources those it aids may have and the amount of the payment each person shall receive, requirements vary from state to state. Allowances which the Federal Government helps to pay may not be made to those living in public institutions. Some states also prohibit payment to individuals living in private institutions, except those approved by the Department of Public Welfare.

Growth of Program

Although the South still lags in the number of individuals to whom it gives public assistance and in the amount of assistance payments, the Region has made great advances in its assistance program.

In June, 1936, the year after the Social Security Act was introduced, only five of the thirteen states in the Southern Region were making old age assistance payments to persons 65 years of age and over. These payments were small -- the lowest being $5.90 and the highest $10.71.

The total number of recipients in the Region in June, 1936, was 82,762 as compared with 520,948 for the rest of the United States. More than five-sixths of the old age recipients during the aforementioned year lived outside of the Region. A study of ~~Federal~~ social security statistics showed that only 13.7 percent of the old-age assistance recipients were in the thirteen Southern states in June of the year following the enactment of the security measure.

By June, 1945, however, 31.1 percent of the old age assistance recipients were in the Southern Region. This section had 27.8 percent of the nation's civilian population, and about 22 percent of the nation's population aged 65 and over. In other words, the thirteen states had 634,436 recipients and the rest of the United States, 1,404,004 recipients.

The number of recipients per 1000 population aged 65 and over in June 1945 in the South was highest in Oklahoma -- 495. Texas came next with 440, while Virginia with 87 per 1000 population aged 65 and over came last.

The Southern states participating in the Social Security program for the fiscal year 1936-1937 paid in public assistance to recipients 13.2 percent of the total old age assistance benefits paid in all participating states, or $32,313,000 of the all states' total of $243,299,000.

In 1936-37, five states in this area -- Georgia, North Carolina, South Carolina, Tennessee, and Virginia -- were not then participating in the old age assistance program as approved by the Social Security Board. For the eight states which were participating, Texas, with payments for the year amounting to $17,420,000, and Oklahoma, with payments totaling $6,854,000, were the leaders. Florida's payment of $837,000 to recipients was next to the smallest amount paid during the fiscal year under examination. Since no report was made, however, for Florida's June 1936 payment, it is very probable that her comparatively small total old age assistance payments did not cover the full fiscal year of 1936-1937. Mississippi, whose average June 1936 payment was just $3.62, expended for its old-age recipients $795,000 for the fiscal year.

By 1944-45, all thirteen Southern states were participating in the old age assistance program. The fiscal year 1944-45 brought not only a larger increase in the amounts paid in the Region for old-age assistance, but also a larger share of the total percentage (100.0) of payments in the Nation. Almost 20 percent of the country's old age assistance payments were made in the South, or $139,623,000 as compared with $564,413,000 for the rest of the country, and $704,036,000 for all states. These fiscal payments in the Region were considerably lower than in the rest of the Nation because the Region's total payments were ~~was~~ divided among 31 percent of the country's old age assistance recipients.* It should be noted here again that the Region had only 22 percent** of the persons in the nation aged 65 and over, but, at the same time, had 31 percent of all of the recipients. Here it may be said that if the Region's total payments were distributed to a smaller number of recipients there would obviously be an increase in the average payment per person. The rest of the United States in the fiscal year 1944-45 expended slightly more than 80 percent of the total old age assistance funds to provide assistance for a little less than 70 percent of the nation's total recipients. In June, 1945, the United States, excluding the thirteen Southern states, divided $47,396,057 in total payments for old age assistance among 1,404,004 recipients making the average payment $33.76 over against an average payment of $19.94 in the Southern Region. This means that the Southern Region divided $12,651,439 ~~by~~ among 634,436 recipients. The average payment for the Nation for the month, including the South, was $29.46.

The South's assistance expenditure for the thirty day period was roughly 20 percent of the expenditures for all states (including the South.) This percentage of the total payments was about 7 or 8 percent less than the Southern Region's percentage of the Nation's population.

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* The June, 1945, old age assistance recipients in the Southern Region were 31.1 percent of the total.

** Percentage computed from Social Security Board's population estimates for April 1, 1944.

The Social Security Act provides that federal funds can be used for half of old age assistance payments up to only $40 a month. If the state wishes to pay more, the amount over $40 must be paid entirely from state funds. The usual state maximum on amounts of individual payments during 1945 ranged in the South from $75 for Louisiana to $20 for South Carolina. This does not mean that all payments in the states equal the usual state maximum; it means that payments may not exceed this maximum, but may fall below it.

Forty dollars was the maximum payment in Alabama, Tennessee, Florida, North Carolina, Oklahoma, and Virginia, while the maximum payment of $30 was provided by Arkansas, Georgia, Kentucky, Mississippi, and Texas.

It should be noted here that while no other state in the nation sets a maximum (of $75) as high as the maximum in Louisiana, the general average of maximum payments is higher in the rest of the country. No other state provides for a sum as small as the maximum in South Carolina. The prevailing maximum outside the Southern Region was forty dollars. Delaware and Missouri were the only states outside the Region with $30 maximum payments for old age assistance.

Incidentally, the second highest usual maximum on amount of individual payment (all states included) of $60 was provided in Alaska, California, New Mexico, and Wyoming were the $50 maximum states in 1945.

No Southern state in a typical month, June, 1945, made an average payment equal to its usual state maximum.

The three leading Southern states in total June payments were Texas, Oklahoma, and Florida. These three states made payments to recipients in excess of one half of the total expended in the Region for this specified period. The smallest total June payment was made in Virginia with South

Carolina ranking second from the bottom.

The states which led in total payments were also leaders in average payments to old age assistance recipients; Oklahoma, first; Florida, second; and Texas, third. Georgia ranked last, with North Carolina and Kentucky in eleventh and twelfth places respectively, in average June, 1945 payments.

The average June payments in Oklahoma and Florida were almost three times the payments in Kentucky and Georgia, the highest payment for Oklahoma being $29.27, and lowest, $11.42 for Georgia.

Assistance Payments and Per Capita Income of States

Two of the three leading states in the Region -- Florida and Texas -- in average old age assistance monthly payments led also in the 1944 per capita income payments to civilian population. Oklahoma ranked fourth in these per capita income payments to civilians. Thus at the top of the scale a correlation was found for higher income payments to civilians and the higher old age assistance payments.

Virginia which ranked third in the Region for 1944 per capita income payments to civilian population ranked tenth in average June old-age assistance payments. Georgia ranked seventh in income payments, her average payment in this type of public assistance, as has been shown, was the lowest in the thirteen states, while Arkansas and Mississippi ranked lowest (12 and 13) in income payments, they were fifth and eighth, respectively, in average payments to persons aged 65 and over.

In most of the Southern states, grants for old age assistance are not sufficient to meet the budgeting needs of the recipients, as estimated by case workers. In Mississippi in the biennium 1943-1945, only 72 percent of the needs of the aged recipients were being met by old age assistance

grants; in October and November, 1943, in Tennessee, 84 percent of the budgeting needs were being met, and in South Carolina in 1944-45, only 60 percent of the budgetary deficit of recipients of old-age assistance was being met.

The Social Security Act provides for federal-state participation in financing the old age assistance program; i.e., the Federal Government will match whatever monies each state provides for its old age assistance program. Some states require counties to contribute to the state fund in order to receive assistance. Six of the Southern states require such local participation. The percent from local funds in 1944 was considerable only in Alabama, North Carolina, and Virginia. The percents from federal and state sources for the year were about equal in Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Oklahoma, South Carolina and Texas, while Tennessee's expenditures were almost 50 percent from federal sources, 28.0 percent from state sources, and 23.8 percent from local sources.

Aims of Old Age Assistance

The program of old age assistance ~~as well as~~ and the system of old age and survivors insurance seek to make it possible for the aged to be cared for in their own homes, thus obviating to a great extent the necessity for the almshouse, "old folks home", and the like. The Virginia welfare report for 1943-1944, in recommending the discontinuance of almshouses and poor farms, says that

> "It is observed that all the reasons for abolishing the old homes are equally true today with several new arguments applicable. Inmates are either physically or mentally incapacitated so they cannot 'work on the farms' or 'take care of themselves' in the house...Furthermore the farms, with one or two exceptions, are not run on a profitable basis. Considering the investments and the cost of operation the per

capita expense is very high. Old age assistance and general relief grants can care for homeless and incapacitated people in private homes at much less cost to the locality and with much better care to the person." *

The Report also notes, however, that although public assistance in private homes will care for most of the homesless people, there will always be need for group care for people "too infirm, too sick, or too disabled to be cared for in family homes."

Although counties in several Southern states have abolished their poor farms and almshouses, and other counties are planning to abolish theirs, the old age assistance program does not yet provide wide enough coverage or high enough grants to make the total abolition of such institutions practicable. Some communities, in fact, are planning new homes for the indigent aged.

The old age and survivors insurance program will care for more and more of the aged of the future, but as long as there remain a great number of uncovered industries, there will always be a great number of aged people who will not qualify for insurance benefits. For this group old age assistance is necessary.

Deficiencies in Old Age Assistance Program

It is obvious from the discussion of old age assistance that there are certain deficiencies in the program which might be corrected by legislative action. The Social Security Board has pointed out these deficiencies and has made recommendations for their correction.

One short-coming of the present program is the amount of the maximum old age assistance grant. The maximum allowed on a 50 percent matching basis is $40. This exerts a special limitation on states outside the

*Annual Report of the Virginia Department of Public Welfare, 1944. p. 69,70.

Southern Region, especially where average payments already exceed this maximum. It is probable that many of the states in other regions whose average payments now closely approach the Federal maximum would increase their average payments considerably if the Federal maximum were raised. While it is generally felt that the present Federal maximum is too low, the Southern Region whose average payments are so short of this present maximum cannot rightly contend that this $40 maximum interferes with more liberal payments here. The South generally has not approached the present maximum in its average payments as have other states in the Nation.

The average payments made in this program under the old age assistance program are not sufficient to meet the needs of the recipients. This seems to indicate that the "mind of the South" has not reached full maturity in its conception of the function of public welfare.

The Board recommends that the Federal Government share in the administrative costs of old age assistance on the same basis as for aid to dependent children and aid to the blind. The Federal Government currently shares equally with the states the administrative costs of the latter two programs, but for old age assistance it contributes an amount equal to 5 per cent of its contribution for assistance. In some states, this amount meets considerably less than one-half the total cost of administration.

B. AID TO DEPENDENT CHILDREN

The estimated civilian population of the Nation in 1945 gave the South 27.8% of the Nation's population. In November, it is estimated, the South had 32.8% of the Nation's population under 18 years of age, ~~according to the Social Security estimates.~~ Yet this Region, with a disproportionate share of the

nation's youth, had the lowest per capita income of any region in the Nation. "Low income bears with special harshness upon children, and families with children, as a group, have relatively lower incomes than other families. The high birth rate of the South makes the region one of the chief factors in the continued growth and vigor of the American people. Since many of these children in later life migrate to other regions, the conditions which surround their birth and rearing are of national concern."*

Thus the provisions of the Social Security Act for aiding children are of special interest and importance to the South. The aid to dependent children program of the Act is designed to assist children who are deprived of parental support by death, illness, or absence from home of a parent by making money payments to the family so that the parent or relative with whom the child lives can keep the child in his natural home setting. To receive Federal aid, the child must be living with his mother or some other relative, including the father, brother, sister, grandparent, aunt, or uncle. Some states limit the relatives, with whom a child may live and receive aid, more closely.

The program for aiding dependent children is designed to keep children with parents or close relatives, following the belief that a home environment for a child is more conducive to normal development than an institution. With the financial assistance of the aid to dependent children program, a mother can remain at home with her children instead of having to work away from home in order to earn a subsistence for herself and her children. An excerpt from the 1944 Report of the South Carolina Department of Public Welfare shows clearly the desirability of aiding a family in order to allow the mother to remain at home rather than work:

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* Woodward, op. cit.

"It should not be overlooked...that while the closing of dependent children cases because of employment of a member of the family -- usually the mother or other custodian of the child or children concerned -- may be financially economical, the end result is not always desirable, or even economical in the long run. Children left without adequate supervision and wholesome home environment are far more likely to become delinquent and to develop into adult criminals -- a dangerous and expensive type of citizen -- than are those who are properly cared for in their own homes or in the homes of relatives. The department therefore again points out that the funds available for dependent children are far from sufficient to meet the indicated need in that category, and expresses its firm conviction that supposed economies in the provision of such funds are more than offset by expenditures incident in the later handling of crime and dependency that could have been prevented -- that a dollar expended for prevention saves the public many dollars later expended for attempted correction or necessary prosecution and punishment, to say nothing of the individual benefits to the children aided." (page 9)

Eligibility Requirements

The program is financed jointly by Federal and state funds. As in the program of old age assistance, the Federal Government itself imposes few eligibility conditions for recipients of aid to dependent children, but sets up certain maximum conditions which states may impose and still receive federal aid. States themselves establish eligibility conditions within the maximum limitations. The Act provides that if states impose a residence requirement for eligibility, the maximum period must be one year of residence of the child, or if the child is less than one year, one year's residence on the part of the mother before the child's birth. All Southern states except Georgia and Mississippi impose this maximum.

The maximum age limit in a state program in which the Federal Government will participate is 16 for a child, or if he regularly attends school, 18. All thirteen states impose this 18-16 age requirement except Georgia, South Carolina, and Texas. Georgia and South Carolina set the age limit

at 16, whether or not the child attends schoo, while Texas sets the limit at 14.

Federal funds can be used for half of aid to dependent children payments up to only $18 a month for one child in a family, and $12 for each additional child aided.

The usual maximum on amount of monthly payment to the first child (determined as of July 1, 1945) was the same as the Federal maximum in seven states -- Arkansas, Florida, Georgia, Kentucky, North Carolina, Oklahome, and Tennessee. Sixteen dollars was the usual first child maximum in Texas; $15 was the maximum for the first child in Mississippi and South Carolina. Louisiana's maximum of $40 was more than twice as much as the highest in any other single state of the thirteen. The maximum for Alabama and Virginia, if they have any, were not reported in the sources studied. It must be remembered, however, that "usual maximum" does not mean average payment. The average is usually below the "usual maximum."

Twelve dollars was the highest usual maximum for additional children in the Region -- the highest amount which the Federal Government will match. In this class were the following states: Arkansas, Florida, Georgia, Kentucky, North Carolina, Oklahoma, and Tennessee. In a lower bracket came South Carolina with $10, Texas with $8, and Mississippi with a $5 maximum on amount of monthly payment for each additional child.

Each additional child maximums were not given for Alabama, Louisiana, and Virginia.

Michigan was the only state in the rest of the United States with a higher usual state first child maximum ($50) than Louisiana's maximum. Illinois and Minnesota were the only other states in the nation in this $40 maximum class with Louisiana.

Growth in Aid to Dependent Children Program

In June, 1936, there were only 20 states in the country which were participating in the aid to dependent children program under the Social Security Act; only four of these 20 states were in the Southern Region -- Alabama, Arkansas, Louisiana, and Oklahoma. Louisiana at that time was making the highest average payment to families of $21.21 as compared with average payments in Alabama and Oklahoma of almost $9.00 each, and about $7.00 in Arkansas.

The total number of family recipients* of aid to dependent children in the Region during the above month ~~and year~~ was 26,746, or 38.4 percent of the national total. This percent is almost three times that of the persons who were receiving old age assistance in the Southern Region in the same month.

That the average payments to family recipients during the early years of the program were very small in the Southern Region is reflected in the fact that the 1936-37 fiscal year payments (in the Region) accounted for only 8.6 percent of the total payments in the country for this type of public assistance. It should be remembered that this percentage of the total payments to family recipients was paid to 38.4 percent of the country's recipients by families. In amounts, the Region spent during the fiscal year of 1936-37 $3,526,000, and the rest of the United States, $37,247,000 for this type of assistance to families with dependent children.

By June, 1945, all thirteen states were participating in the aid to dependent children program, but the South's percentage of total family recipients in the nation had fallen from 38.4 to 33.6. The actual number of recipients had increased, however, since in all participating states in the

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*Family recipients refers to payments to families, not by individuals, in families.

nation, in June, 1945, there were 255,577 family recipients. Of this number, 169,661 were outside the region and 85,916 were in the Region.

The total payments and average payments under the program have increased since 1936, both for the South and the Nation. The Nation's total bill for aid to dependent children, by families, for June, 1945, was $12,129,940. This amount distributed equally among 255,577 family recipients gave an average June 1945 payment of $47.46.

While the average payment to family recipients under the aid to dependent children program in the South was higher than average payments to the old age and blind recipients here, it fell far short of the average June payment to family recipients for the rest of the United States. The average payment for the rest of the country was almost twice the amount paid in this section.

Oklahoma expended over a half million dollars, to top the rest of the states in the South, for her aid to dependent children in June, 1945. Louisiana came next with more than $400,000, and Tennessee third with over $332,000. Georgia, South Carolina, and Mississippi spent less than $100,000 each for their programs during the same month.

The states making the highest average June payments to family recipients were listed in this order: Louisiana, Oklahoma, and Florida, with Tennessee coming fourth. The highest payment in the South was $44.71 for Louisiana; in the Nation, it was $90.20 for the State of Washington. Texas made the lowest aid to dependent children June payment, with Kentucky ranking second from the bottom and South Carolina third.

When the states in the Region were ranked according to per capita income payments to civilian population (for 1944) Florida was the only state in the first four which was also one of the leading states in average June 1945 payments to family recipients. Oklahoma, Louisiana, and Tennessee ranked 4, 5, and 6 respectively in per capita income payments to civilian population.

Texas, with lowest June payment in the South, ranked second in per capita payments to civilians. South Carolina and Kentucky ranked low in both.

With only a small number of states in the Region participating in the aid to dependent children program in the fiscal year 1936-37, less than 10 percent of the total payments made throughout the country were made in the Southern Region. A little more than one-fifth of the country's total fiscal payments went to family recipients in this Region in the fiscal year 1944-45. As previously stated, according to 1943 population estimates, the Region had almost one-third of the Nation's population under 18 years of age. The rest of the United States with slightly more than two-thirds of the persons under 18 made aid to dependent children family payments for the 1944-45 fiscal year of $109,749,000, or about four-fifths of all the payments made in the country at large.

The foregoing statements indicate, among other things, that the Region must raise its payments considerably to compare favorably with the rest of the United States in this phase of public assistance.

Deficiencies in Aid to Dependent Children Program

The Social Security Act provides that aid to dependent children may be extended to children deprived of parental support by death, illness, or absence from home of a parent, provided the child is living with his mother or some other relative, including the father, brother, sister, grandparent, aunt, or uncle. Some states limit such relatives even more closely. These provisions excluded a great many children who are in need for reasons other than those specified in the Act. If the child is in need because of the unemployment and underemployment of a parent, for example, or if he is living with a cousin or legal guardian or is in a foster home, he may not receive assistance under the aid to dependent children program.

The Federal Security Board believes and recommends that "aid should be available to a child who is in need for any reason and is living with a natural or adoptive parent, legal guardian, or relative."*

Another weakness in the aid to dependent children program is the fact that no provision is made for foster care of children. It is not always possible or desirable for a child to remain in his natural home; in such a case, provision should be made for permanent or temporary care of the child in a foster home. At present, a few states make such care possible through the use of state and/or county funds, but the Federal Government should share in the program.

The grants made under the program of aid to dependent children ~~is~~ are often not large enough in many of the Southern states to make adequate provisions for the needs of families. For instance, the report of the Mississippi State Department of Public Welfare for the biennium 1943 to 1945 says that although the maximum aid to dependent children grant is allowed in 98.6 percent of the cases receiving assistance, only 50 to 60 percent of the budgeting needs of recipients is being met. In South Carolina in the fiscal year 1944-45, the grants under the aid to dependent children program met only 50 percent of the budgetary deficits in recipients. In Tennessee, 80% of the budgetary needs were met by the grants in 1943-44. It is evident that if the aid to dependent children program is to be effective, average grants must be increased in order to meet the needs of recipient families.

Since suitable school facilities are lacking for many older children, particularly those in rural areas, and since other circumstances, such as illness of the child, may make it necessary for him to remain at home, the school attendance requirement often excludes needy children. In the South,

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*Report, p. 72.

particularly, this requirement excludes many children, since in rural areas, school transportation facilities are often not available. The cost of administering this requirement as a condition of eligibility for public assistance has proved out of proportion to any individual or social value it might have. For these reasons the Board recommends the deletion of this requirement.

C. AID TO THE BLIND

The program of aid to the blind under the Social Security program should be of particular interest to the South, since the Region has a disproportionate share of the Nation's blind. According to a 1940 estimate, the Southern Region had 83,963 of the Nation's 230,354 blind persons.* This means that the South, with a little more than one fourth of the Nation's population, had more than one-third of the blind population of the country.

Logically, the estimated rate of blind persons per 1000 population would be higher in the South. A study of these ~~states~~ rates places the Southern Region far ahead of the rest of the Nation. In 1940, only two states, Delaware and Maryland, and the District of Columbia, outside the Region, had rates in excess of 2 blind persons per 1000 population. Nine of the thirteen Southern states had rates in excess of 2 per 1000 population. Mississippi's rate was the highest in the Region -- 3.29 per 1000. South Carolina came second with 2.90, and Louisiana, third, just .21 behind South Carolina. The four states with rates of less than 2 per 1000 were Kentucky, Oklahoma, Tennessee, and Texas. Wyoming's rate of 1.08 was the lowest for the entire Nation. Kentucky's rate of 1.63 was the lowest for the Region.

For ailing needy blind persons the Social Security Act sets up a plan

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*See Social Security Bulletin, March, 1945, Vol. 8, No. 3, p. 18.

much like that of old age assistance. Under this plan, called aid to the blind, the Federal Government matches state funds for a monthly cash payment to needy blind persons. The state determines who may be aided on the basis of the person's needs and decides on the amount to be paid.

Eligibility Requirements

As in the case of old age assistance, and aid to dependent children, the Federal Government sets up certain broad conditions which must be met if a state is to receive Federal funds. As in the case of old age assistance, the maximum residence requirement which states may impose and receive Federal participation is one year immediagely preceding application for assistance and four additional years out of the last nine.

The four Southern states which require five years of residence for aid when sight was lost while recipient was a resident were Florida, Tennessee, Texas, and Virginia. Residence required under the same circumstances in Georgia, Kentucky, Mississippi, and North Carolina was only one year. Residence requirements varied from one to five years in all thirteen states if recipients lost sight in other states than the one where payment was desired.

The maximum grant in which the Federal Government will share is $40 a month. Most of the thirteen states also impose this maximum. The maximum for Georgia, Mississippi, and Texas, however, is $30; for South Carolina, it is $25, while for Louisiana it is $75.

Louisiana's $75 usual maximum payment on amount of individual payment not only topped the other states in the Southern Region, but came first in maximum payment for all participating states. The $60 maximum in California was the second highest in all states.

Minimum age requirements were reported for only four states in the

Southern area; Georgia and Texas (21 years); and Alabama and Tennessee (16 years). There is no Federal age requirement.

Growth of Program

According to the listing of average aid to blind payments reported by the Social Security Board, only twenty states in the Nation were participating in this program in 1936; only two of these were states in the Southern Region -- Arkansas and North Carolina. There were only 418 aid to blind recipients in these two states in June 1936. The 8,748 recipients who resided outside the Southern Region at that time represented slightly more than 95 percent of the country's total.

By June, 1945, the all states total of blind recipients had reached the mark of 55,465 persons. The South with 22,881 of these persons had 41.2 percent of this total. The South's percentage of recipients here was far our of proportion with its aforementioned percentage of the country's population.

In June, 1945, Florida led the rest of the Region with 96 recipients per 100,000 population, followed by Oklahoma with 89 and Arkansas with 69; Alabama with 27 per 100,000 population, had the lowest rate. Alabama and Virginia were the only states of the thirteen Southern states with rates below 46 per 100,000, the all states rate.

The Nation spent during the fiscal year 1936-37 in aid to the blind program, $5,509,000, of which amount the South spent $135,000, or 2.4 percent of the total, while the remaining payments amounting to $5,374,000 were made outside the Region.

In the fiscal year 1944-45, the Nation spent $19,891,000 in its the aid to the blind program. The South spent approximately 30 percent of this amount, or $5,907,000. While the payments in the South for the year under consideration were not commensurate with its proportion of aid to the blind

recipients, it is, nevertheless, true that the fiscal year aid to blind payments in the South represented a considerably larger percentage of the Nation's total payments than was true in the case of either old age assistance or aid to dependent children.

Aid to blind payments for a typical month, June, 1945, in all states totaled $1,679,185. Of this amount, $509,073 was paid in the South and $1,170,112 in the rest of the states. The average payment for the period was $35.91 for the rest of the United States, $30.27 for all states, and $22.25 for the Southern Region. Oklahoma, Florida, and Louisiana ranked first, second, and third in aid to the blind average June payments. Six states in the Region had average payments of $20.00 or more, with Oklahoma topping this group with a payment of $34.37. Seven states made payments of less than $20 with Kentucky making the lowest payment of $12.96. The states paying less than $20.00 in descending order were Tennessee, Arkansas, North Carolina, Virginia, Alabama, Georgia, and the aforementioned Kentucky.

Oklahoma with the highest June payment ranked fourth in the Region in per capita income payments to civilian population (1944 payments). Kentucky at the bottom of the list of thirteen states in aid to blind payments ranked nine in income payments, and Georgia, second from the bottom in the aid to blind program, ranked seven in income payments in the Region.

Under the provisions of the Social Security Act, the Federal Government matches whatever funds the states provide for aid to the blind. Six of the Southern states require counties to contribute to the state fund in order to receive assistance.

Deficiencies in Aid to the Blind Program

The residence requirement for eligibility to assistance under the aid to the blind program often excludes many needy persons. The wartime shift in

the population enhances the seriousness of this requirement in excluding needy persons.

The smallness of the assistance grants is another limitation of the effectiveness of the program. Few state departments of public welfare feel that the grants allowed under the aid to blind program are sufficient to meet the budgetary needs of the recipients. The Fifth Biennial Report of the State Department of Public Welfare, July 1, 1943 to June 30, 1945, for Mississippi states that blind people in the state being assisted by the aid to the blind program were receiving only 50 percent of their budgetary needs; in October and November of 1943, blind persons in Tennessee were receiving over 88 percent of their budgetary needs. The Alabama report for 1943-1944 estimates that all the recipients of public assistance -- old age assistance, aid to dependent children, and aid to the blind -- were receiving grants meeting only 50% of their budgetary needs. The South Carolina report for 1944-45 estimates that blind persons were receiving grants sufficient to meet 100% of their budgetary deficits provided the deficit did not exceed the $25 grant allowed by law.

V. THE PROBLEM AND CHALLENGE OF PUBLIC ASSISTANCE

In the ten years of operation of the social security program, certain deficiencies have become apparent which could and should be corrected by additional legislation.

The fifty percent matching basis should be changed to a variable matching basis in the distribution of Federal funds. Under the present fifty percent basis, wealthy states get the lion's share of Federal funds, since these states

can spend more money to be matched by the Federal Government. States with limited resources who presumably need a greater amount of Federal aid than wealthier states receive a smaller share of such aid. Under a variable matching system, the Federal share would remain at fifty percent for states that do not qualify for additional aid, but the Federal share would be increased for states with limited resources, as measured, for example, by per capita income.

The variable matching basis for Federal aid to states would be of special benefit to the South, since her per capita income is far below that of the Nation. Under the variable matching basis, the small payments made in the South would be raised without as great an additional outlay of state money or would be necessary to raise the payments under the present 50 percent matching basis.

The low maximum grants which the Federal Government will match is another limitation which should be removed. This limitation has been discussed under each type of assistance. It must be admitted, however, that many of the states in the Southern Region have not qualified to make the maximum payments provided on a 50-50 basis. This fact may explain, in part, the failure of the Federal Government to raise maximum payments. The states in the Southern Region have the responsibility of fully qualifying for maximum payments on a matching basis; the Federal Government which engineers the social security program should assume the responsibility of setting higher maximum payments so as to serve any states desiring to better meet the needs of their unfortunate citizens, and in order to induce the low-ranking states to increase their payments in public assistance programs so that total maximum payments may be higher.

Another very serious limitation in the present program is the provision that only cash payments may be matched by Federal funds. This means that

Federal funds may not be used to meet the costs of medical care given recipients of either of the three types of public assistance except as they may be included in the cash payment. Since the cash payment is small in any case, it does not go far toward paying for medical care.

Since poverty and sickness go hand in hand, there is real need for some sort of medical care system for recipients of public assistance. No figures on illness rate of public assistance recipients were available for 1944-45, but figures on 1,000,000 recipients of old age assistance in 1936-37 and 1937-38 indicate that a goodly number of these persons were in need of medical care.* In the study of the 1,000,000 recipients, the group was divided into three classes (1) those who were able to care for themselves; (2) those who required considerable care although not bedridden; and (3) those who were bedridden. Recipients were deemed to require considerable care from others if they were so feeble or incapacitated by chronic illness as to need assistance in dressing, eating, and moving about the home. In 1937-38, 585,877 persons were accepted for assistance. Of this number, 83.2 percent were able to care for themselves, 14.2 percent required considerable care from others, and 2.6 percent were bedridden. (The relatively small percentage of the bedridden may be explained by the fact that the Social Security Act does not permit assistance to persons in public institutions, and many states prohibit aid to those in private institutions.)

When the data ~~was~~ were analyzed for regions it was found that the larger percentages of recipients physically unable to care for themselves were found in the Southern states. Highest percentages of persons requiring considerable care were found in Mississippi (30.8); Alabama (25.9); Georgia (23.7); South Carolina (22.2); Louisiana (21.2); and Kentucky (21.1), and the highest per-

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*Social Security Bulletin, March, 1939, Vol. 2, No. 3. "Physical Condition and Medical Care of 1,000,000 Recipients of Old Age Assistance."

centage of the bedridden were reported in Mississippi (6.3); North Carolina (4.5); Alabama (4.5); Georgia (4.3); Tennessee (4.2); ~~Delaware (4.1);~~ and South Carolina (4.1). "From the available information it is impossible to draw conclusions as to what these larger percentages in Southern states indicate. It may be that there is a higher incidence of illness among the general population in these states or that larger proportions of the recipients accepted for old age assistance are drawn from the physically handicapped."*

In either case, the recipients who were bedridden and those who required considerable care from others were also in need of medical care. It will be remembered from the discussion of old age assistance that assistance grants in the South are extremely low. If a considerable portion of the grant must also pay for medical care, its inadequacy becomes even more pronounced. It is also evident that if medical care must be financed from the assistance grant, many old age assistance recipients who need medical care are financially unable to receive it.

The Social Security Board recognizes the need for provision of medical care for recipients of public assistance, and has made recommendations for such care. Mrs. Ellen S. Woodward, a member of the Social Security Board, says that the experience of the Board "indicates that we need a more flexible method of sharing in medical costs, and the Board has therefore proposed that matching Federal funds be available to pay doctors and hospitals directly. Such an arrangement would enable Southern states to make more effective use of their limited medical facilities. If the Board's broader recommendations for medical care insurance were adopted, public assistance recipients could be entitled to care on the same basis as insured workers, through contributions made on their behalf by public assistance agencies. Such payments also

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*Ibid, p. 22.

would be matchable with Federal funds."*

The present public assistance program matched by Federal funds makes no provision for aid to persons outside the three categories of the needy blind, aged, and dependent children. At the present time, needy persons outside these categories are inadequately cared for by programs of general assistance, financed by states and localities. According to the 1945 Annual Report of the Federal Security Agency, "Only an adequate program of general assistance can have the flexibility required to meet need quickly among any group of the population and to deal with need irrespective of its cause. General assistance is required for incapacitated adults other than the aged and blind, the only handicapped groups now eligible under the Social Security Act; for children in need for reasons other than the death, absence, or incapacity of a parent -- the only conditions under which families can receive aid to dependent children under the act; for the marginally employable persons who have been forced out of jobs and will have difficulty in regaining the means of subsistence; for unemployed persons who lack other resources and persons whose earnings or other resources are too low to meet basic subsistence needs; and for people who need interim assistance, such as temporary aid during illness." (Page 63). The Board recommends that the Federal Government should share in this program. The Wagner-Murray-Dingell Bill provides for such Federal participation.

In 28 of the 48 states, state law requires localities to share in financing public assistance, the amount a locality puts up for matching determining the amount it gets in Federal and State funds. Several Southern states operate under this system. Such a system of Federal-State-local participation is a serious handicap in the program, since under such provisions, states with

*Woodward, op. cit.

poor economic resources and poor localities within richer states often lack funds to finance decent standards of assistance. Need is usually more prevalent in the poorer communities which can least afford even an inadequate assistance program. The assistance program in such communities, inadequate though it may be, may represent a greater financial burden than a fairly adequate program represents in a more prosperous community.

VI. HEALTH AND WELFARE SERVICES

Besides the money payments made to persons under the insurance and assistance programs of the Social Security Act, certain health and welfare services are rendered to mothers and children, to crippled children, to the disabled, and to the general population through public health facilities. To the low income South with a high birth rate, a high percentage of the young, a high death and illness rate, and inadequate health and medical care facilities, these services are of special value.

A. MATERNAL AND CHILD HEALTH SERVICES

This program is designed to insure the health and well-being of future generations of the country by providing for mothers and children. The Federal Government appropriates a sum of money annually to be used by state health agencies to extend and improve services for promoting the health of mothers and children, especially in rural areas and in areas suffering from economic distress. All the states of the Nation are participating in the program. Each state draws up a plan for maternal and child health services which it submits to the Chief of the Children's Bureau for approval and matching in part of Federal funds. Unlike the public assistance program, a part of the

money for maternal and child health services is granted to states without a matching requirement on the basis of the financial need of the states for assistance in carrying out its plans.

A bureau of maternal and child health in each state health agency directs the program, providing health supervision by doctors and public health nurses of mothers and children in local areas. According to a pamphlet issued by the Social Security Board in 1940, entitled "What Is Social Security?", this health supervision "included the education of parents and others on the safeguarding of the health of mothers and children. The number of areas in which this care is given is increasing in number each year. In a few local areas medical care and home delivery nursing service are provided for mothers in families which cannot obtain such care unaided. Post-graduate education in the care of the mother and child is given to doctors, dentists, and public health nurses." (Page 20)

The importance of this program to the South is evident when one recalls the high birth rate of the Region and remembers the low income of the Region. In 1943 the South had more than one-fourth the estimated civilian population of the Nation, one-fifth of the national income, and one-third of the babies born that year.

"Because poverty goes hand in hand with sickness, Southern infants have a poorer chance of surviving the first year than children in other states. In 1942 all Southern states, with one exception, had infant death rates in excess of the national average.

"A high maternal death rate goes hand in hand with a high infant death rate. Motherhood is a greater hazard in the South than in other regions of the country. Death from causes associated with childbirth were in excess of the national average in each of the Southern states, rising in South Carolina

to more than twice the national rate."*

While the program of the maternal and child health services can help to correct this situation, a more adequate system of hospitalization and medical care is also necessary. One important reason for the high infant and maternal mortality rate may well be the small number of live births occurring in hospitals. In 9 of the 13 Southern states in 1942, less than half the live births occurred in hospitals.

Another factor emphasizing the importance of a health program is the fact that many of the so-called children's diseases are more prevalent in the South than elsewhere. Thus, even if a Southern child survive the first year of life, he remains at a disadvantage as compared with children elsewhere. Death from diseases controllable by public health measures, as typhoid fever, malaria, and tuberculosis, are high in the South, indicating the need for an extension of medical and public health services. The number of doctors and hospitals are also insufficient in the South.

B. SERVICES FOR CRIPPLED CHILDREN

The Federal Agency which administers this program is the Children's Bureau of the United States Department of Labor. State administration is centered in the State health agency in some states and in the department of public welfare in others -- as is true in Georgia and Arkansas. State departments of public welfare in other states cooperate with the crippled children's agency in locating children, caring for them, etc.

The plan of financing the program is like that for maternal and child health services. The state plans include locating crippled children, and providing medical, surgical, and corrective care, diagnosis, and facilities for hospitalization and aftercare. In accordance with the diagnosis of each child,

*Woodward, op. cit.

the state agency caring for crippled children attempts to provide necessary medical and surgical treatment, physical therapy, and other services needed for the child's physical restoration and social adjustment.

C. CHILD WELFARE SERVICES

Federal grants are made to states for child welfare services to enable them to establish, extend, and strengthen, especially in predominantly rural areas, welfare services for the protection and care of homeless, dependent, and neglected children, and children in dnager of becoming delinquent. The state departments of public welfare, through a division of child welfare, use the Federal funds to encourage and assist the development of community child-welfare organizations in rural areas and other areas of special need. Federal funds are also used to pay part of the cost of district, county, or other local child-welfare services in such areas. No Federal funds are available for direct care of children -- the funds for such services must be furnished by states and/or localities.

D. AID TO THE DISABLED

The Social Security Act of 1935 made further provision for aid to the disabled through vocational rehabilitation. The first provision was made by Congress in 1920. The barden-La Follette Act of 1943 strengthened and expanded the program and provided for the creation of an Office of Vocational Rehabilitation within the Federal Security Agency.

Under the program, the Office of Vocational Rehabilitation cooperates with the state through State Boards of Vocational Education to provide vocational rehabilitation to prepare for and place in remunerative employment persons who are vocationally handicapped because of a permanent disability

caused by accident, disease, or congenital defect. The mentally handicapped are included in the program as well as the physically handicapped; blind persons are also included. Specific provision is made for war-disabled civilians.

State Boards of Vocational Education carry on the rehabilitation program through divisions of vocational rehabilitation. In some states the program for rehabilitating the blind is carried on by a division of services to the blind in the state department of public welfare. This is true in Louisiana, South Carolina, Tennessee, Texas, and Mississippi. Virginia, North Carolina, and Texas have special Commissions for the Blind.

The program of service to the blind includes prevention of blindness and sight restoration, rehabilitation of the blind, home teacher service, distribution of talking books, consultant services, and workshops for the blind. The use of Federal money is limited to those services which may be reasonably calculated to render a disabled individual employable. It may include counseling and training, or necessary medical care to remove an employment handicap.

The program of services to the blind are designed to make these handicapped persons self-supporting whenever possible, either by restoring or improving sight or by training them in a vocation. The program of aid to the needy blind is designed to help those unable to become self-supporting.

Rehabilitation services available to the handicapped under the program include medical and vocational diagnosis, vocational counseling, physical restoration, vocational training, funds for maintenance during training, occupational tools and equipment, placement in employment, and supervision in employment until adjustment is amde. Necessary state administrative costs are assumed by the Federal Government; the costs of rehabilitation services are shared by state and Federal Governments on a 50-50 basis. The Federal Government pays the entire cost for services to war disabled civilians.

E. PUBLIC HEALTH SERVICES

The Social Security Act provides for health services to the general public by providing for the general extension and strengthening of public health services. Federal funds are allotted to states by the Surgeon-General of the United States Public Health Service, with approval of the Administration of the Federal Security Agency, according to the population of each state, its special health problems, and its financial needs. States use the money to expand their health services and to help their counties and other subdivisions maintain adequate health programs.

Additional funds are allotted to the United States Public Health Service for the investigation of diseases and related problems of nation-wide or interstate character.

The public health program is of special interest to the South, since its morbidity and death rates are high and its percentages of doctors, nurses, and the nation's income are low.

VII. STATE PROGRAMS OF PUBLIC WELFARE

In addition to the programs of public assistance and services financed jointly by Federal and state funds, each state carries on a program of public welfare designed to meet the individual needs of the state, aupplementing the Federal program of Social Security.

A. SERVICES TO CHILDREN

Services to children other than the aid to dependent children program and child welfare services include foster home care, licensing and supervising of child caring and child placing agencies and institutions, and supervision

of adoptions.

Each state recognizes that it may not always be possible or desirable for children to remain in their own or relative's homes, but at the same time they recognize that institutional care for such children is not always desirable. Foster home care, either permanent or temporary , is the answer in most such cases. Foster homes may take the form of wage homes, boarding homes, or "free" homes. All states do not make the same provisions for foster home care, nor are state programs equally adequate. Mississippi has no money for foster home care except through community and private sources, although the Division of Child Welfare of the State Department of Public Welfare has authority to license foster homes. Mississippi, South Carolina, and Florida seem to be the only states which do not have a state appropriation for foster home care. No federal funds are available for this program.

State reports recognize the pressing need for foster home care and recommend either the provision for such care or its extension, in the case of states already including this service in their program.

To insure that children placed in foster homes and in child-caring institutions shall have decent care, state departments of public welfare in most of the thirteen states inspect and license such homes and institutions. All state welfare reports, except those of Kentucky and South Carolina make some mention of licensing and supervision of foster homes for temporary care of children placed there by state and/or county welfare departments. South Carolina, however, does supervise the finding of foster homes. All states except Arkansas, Kentucky, Oklahoma, and South Carolina, mention licensing of public and/or private child-caring institutions as a function of the Division of Child Welfare. Mississippi specifically states, however, that in 1944 its licensing function was restricted to those institutions not main-

tained by a religious denomination or a fraternal group. This restriction was noted as a weakness in the Division's program.

Alabama, Florida, North Carolina, Texas, and Virginia also license child-placing agencies; Virginia, Texas, and North Carolina ~~also~~ license day nurseries, and North Carolina licenses maternity homes.

Although states may delegate licensing as a legal function of a State Division of Child Welfare, the same states may not require a license as a legal requirement for operation, or they may so restrict the licensing function as to make it partially ineffective. Mississippi's provision that religious denominational and paternal child-caring institutions may not be licensed is an example of such a restriction. This state also provides no restriction against the placing of children in non-licensed foster homes, although it makes the Division legally responsible for licensing foster homes. Louisiana provides no legal requirement of a license for child-caring institutions. North Carolina exempts from licensing orphanages owned by a religious denomination or by fraternal orders and having a property value of $60,000 or over.

To an increasingly greater extent, states are beginning to assume responsibility for supervising the adoption of children. Most of the Southern states charge the State Department of Public Welfare with this responsibility.

All state reports except Oklahoma, Tennessee, Mississippi, and South Carolina mention registration, investigation, recommendation, or supervision or adoptions as a function of the Division of Child Welfare. In South Carolina the Children's Bureau is the adoptive agency, thus relieving the Division of Child Welfare of this responsibility. The Oklahoma Public Welfare report makes no mention of supervision of adoptions. The Division is, however, the agency for placing children from the institutions for dependent white children, which includes trial adoptive homes.

Functions and responsibilities of the State Divisions in regard to adoptions vary from state to state. The North Carolina Department of Public Welfare licenses child-placing agencies and provides that all adoptions and peitions for adoptions must be registered with the Division of Child Welfare. Louisiana, Virginia, Alabama, Kentucky, Arkansas, and Texas Departments of Public Welfare, through their Child Welfare Divisions, investigate petitions for adoptions and make recommendations to courts in regard to these petitions. In Georgia, county welfare departments supervise proceedings by investigating petitions.

B. GENERAL ASSISTANCE

Since the social security program provides public assistance only for the needy aged, blind, and dependent children, this leaves large numbers of needy persons unprovided for. States and localities must give assistance to these persons without Federal aid. In most states this program is called "General Assistance." In South Carolina, Alabama, Louisiana, and Virginia, the state and counties jointly finance the program, but in Georgia and North Carolina, the counties finance it without state aid.

In the fiscal year 1944-45 general assistance represented only 9 per cent of total payments made to recipients of public assistance in the United States and Territories.

"The (general assistance) case load in June, 1945, was 9.4 per cent below that in the preceding year. In 12 states, however, there were more cases on the rolls in June, 1945, than at the end of 1943-44, and 25 States in the Union reported a higher expenditure for the month.

"Provisions for general assistance are more nearly adequate in large cities and their suburbs than in towns, villages, and rural areas. In June,

1945, 19 large cities with about one-fifth of the total population, ~~had~~ and 33 per cent of the cases in the United States and Territories, and paid 45 per cent of the total amount of general assistance."*

Some of the special features of the nature and administration of general assistance in states in the Southern Region were given in a preceding section of this study.

It is understandable that since the large cities where more nearly adequate general assistance is given are in majority outside of the Region that the number of persons and the expenditures for this type of public assistance would exceed the number of persons and expenditures in the Region.

Only 39,482 or 16.9 per cent of the total general assistance cases were in the Southern Region in June, 1945. Considering the fact that the South has almost 30 per cent of the Nation's population and at the same time is the "poorest" section in the county, the Region's 16.9 per cent of the total cases becomes alarming; i.e., many persons in need of this type of assistance are denied the service here.

An examination of the June 1945 facts relative to general assistance payments placed the South far out of line with the rest of the Nation. Payment to general assistance cases here represented a smaller percentage of total payments than in any of the other major types of assistance, old age, aid to dependent children, and aid to the blind. Only 7.6 per cent of the total country's payment was made in this Region. This explains why the average payment for the rest of the United States was so much greater than for this section, and why even the all states average including the Region was almost two and one-half times the South's average payment.

Average payments for the Region were computed for the Region by dividing the total payments for the thirteen states by the total number of

*Annual Report of the Federal Security Agency, Social Security Board, Section 5, 1945, p. 96.

cases. While this information was given for the states, average June, 1945 payments were not reported in the Social Security Bulletin for Florida, Kentucky, Oklahoma, Tennessee, and Texas. Of the states for which average payment was reported Louisiana topped the list with $17.93; Virginia came second with $16.68. Outside the Region, Washington led with $48.49, and New York followed with $45.16. Mississippi was at the bottom of the list with $8.50 as her average payment. North Carolina came second from the bottom with $10.69.

Of the four major types of public assistance, the need for a more expanded program and for greater expenditures is greatest in general assistance. State governments should either seek Federal aid for this program or should initiate measures themselves in order to cope with this type of need.

C. MISCELLANEOUS SERVICES

Supervision of probation and parole is required of some state welfare departments. The Division of Corrections of the Kentucky Department, through a Parole Board and Parole Officers, discharges this function. This Division also supervises the operation of houses of reform and prisons in the State. Louisiana has a Division of Probation and Parole in the Welfare Department. The Mississippi Department, through its Division of Special Community Services cooperates with the State Parole System. County Welfare agents and sheriffs of each county are parole officers for the State Penitentiary.

Investigation, inspection, and supervision of the whole system of charitable and penal institutions in the state is achieved in North Carolina through the Division of Institutions and Correction of the Department of Welfare. The Virginia Department manages and controls the four state industrial schools. The Division of Institutions of the Georgia Department supervises

the state mental hospital and training schools for boys and girls. Other divisions in the various states include a County Organization and Special Service Unit of the Virginia Department, which is ~~in charge~~ a part of a "social protection" program; a Division of Psychiatric and Psychological Service in North Carolina, and a Unit of Work among Negroes in that state. Many state departments are charged with the administration of Confederate pensions.

VIII. STATUS AND OUTLOOK

In this study various assistance programs in operation in the Southern Region have been discussed and analyzed. Frequent reference was made to the administration and operation of security programs in the country at large and in the rest of the United States with a view to making comparisons or contrasts with the Southern Region's program. In all types of security examined in this study, the South lags behind the rest of the United States, in spite of considerable gains during 10 years under the Social Security Act.

Many factors have contributed to the present status of social security programs in the South. While considerable progress in social security has been made with the coming of what might be called drastic Federal social legislation, the South still lags behind the other regions in the Nation. What Charles W. Pipkin wrote in his paper on Social Legislation in the South in 1936 still applies to this region in large measure:

"The social legislation and the labor law of the South can be understood only as they are seen against the background of the history of the South...

"The essential tragedy of the South since the Civil War has resided perhaps in this: that selfish interests have been able to screen themselves behind ideals and slogans characteristically Southern and have been able to

make plausible if specious appeals to a tradition which they did not mean to fulfill but only meant to exploit and degrade. This for the general situation. A few particular aspects of the situation may be mentioned. Public opinion has not demanded protection of the worker or the community. There has been no aggressive workers' organization and labor leadership has nowhere been in legislative power. Religious fundamentalism has given far more attention to mansions in the skies than to decent existence now, and to this has been joined an economic fundamentalism which has proudly vaunted a specious doctrine of individualism. This individualism has unfortunately benefited only the mill-owners and banker and its victims have been the women and children and the male wage earners of the South. The proud South is a myth."

Strong words, but words which ten years after they were written have considerable foundation. While some headway has been made in aggressive workers' organizations and labor leadership, and the religious fundamentalism and economic fundamentalism described by Pipkin have somewhat relaxed their grip on the Southern mind, the paternalistic attitude, the missionary spirit and approach to problems of need, untrained social workers, political patronage and manipulation and the like still clutter the mechanics of our social security machine in this section.

Negroes constituting as they do a sizeable percentage of the South's population, the factors relative to the administration and operation of social security programs affecting them deserve ~~recounting~~ mention here.

It is nowhere apparent in the data analyzed that any systematic attempt is made in the South to exclude colored persons from their share of benefits and assistance in the various programs. However, certain conditions deprive them of an equitable share of some of the assistance benefits in this section. Mass employment in occupations excluded from compensation coverage, their

small earnings in covered employment, and high mortality rates operate to the disadvantage of Negroes in receiving a larger share of assistance.

Negroes who were 23% of the total covered workers in the South in 1938 received $372 million in taxable wages, or 12% of all such wages paid to workers. The average taxable wage of all Negro workers in covered employment was $388, or less than half the average of $839 paid to covered white workers in the same area. In the same year (1938) 33% of Negro male workers in the thirteen states received less than $200 in taxable wages as compared with 16% of all white male workers in this wage class. In this category for women workers were found 51% Negro women and 28% white women.

Large concentrations of Negro workers in domestic service and agriculture do not permit many of them to have compensation coverage. Negroes, who constitute about 30% of the labor force in the South constitute approximately 20% of the covered workers.

With respect to the mortality factor, the average life expectancy for Negroes being in the middle or late 50's precludes the possibility of old age insurance being paid to large numbers of them. Whites whose life expectancy is about 10 years longer than Negroes are in position to better reap the benefits of this program. It would seem that either special attention should be given to the health problem of the Negro, or that the insurance program should be made flexible enough to reach the large number of Negroes who at present are outside the pale of old-age insurance protection.

Since relatively high mortality rates deprive many Negroes of old age insurance benefits, survivors benefits have more importance for this group, in that survivors benefits are paid to the family of covered workers who die before reaching the age of 65 years. The eligibility conditions for this type of assistance work to the disadvantage of the Negro. If a worker dies

before the age of 65 he must have received at least $50 during each of any six quarters out of twelve in covered occupations immediately preceding the quarter in which he dies before his survivors may receive insurance benefits. Low wages for Negroes and the more frequent shift of these workers from covered to uncovered occupations, and vice versa, contribute to their failure to receive as large a share of these benefits in proportion to their numbers in the labor force, as the white workers receive in proportion to their numbers in the working force.

The above facts pertaining to the Negro and social security show clearly that in the operation of these phases of the program he would more nearly share equitably in benefits through an increase in employment in covered occupations; by an increase in longevity of life (better health); by receiving higher wages; and by "remaining on the (covered) job." Moreover, the extension of coverage to other occupations, such as agriculture, domestic service, etc. would not only improve the lot of Negroes in the Region, but that of many white workers as well.

While the per capita income in the Region is the lowest in the Nation, when the average payment to recipients in selected programs was related to states in the Region, it was frequently found that some of the leading per capita income states ranked relatively low in average payment to recipients; and some of the states whose per capita income rank was comparatively low made relatively high average payments to recipients.

No state in the Southern Region in 1943 paid in public assistance the maximum amounts allowed under thier programs, ~~which maximum amounts were frequently smaller than the maximum set by the Federal Government.~~ In states outside the Region average payments more nearly approached state and Federal

maximums, and, in a few instances, states for which maximums were not reported showed average payments in excess of the Federal maximum. For example, 8 of the 13 states in the South paid (in average June 1945 payments) less than one half of the Federal maximum for old age assistance, and the same condition obtained in aid to the blind in 7 of the states in this section. Obviously, as was indicated earlier, the South must at least more nearly approach the present Federal maximum assistance payments, before any criticism here can be made of the inadequacy of the Federal maximum. The states limited by the Federal Government are those outside this Region whose average payments closely approach, or exceed, the present amount set by the Federal Government.

Generally the assistance payments made in the Southern Region are inadequate in meeting the needs of beneficiaries. Security payments have long since been inadequate, and now with the cost of living far above what it was in the earlier days of a broad security program, those in need of any type of assistance are confronted with new inconveniences, if not hazards, in attempting to maintain themselves at a decent level of living on what almost, in too many cases, amounts to a mere pittance of assistance.

The need for an increase in payments in the Region is greatest in general assistance programs, administered by the states. The South contributes less than 10 percent of the Nation's payments to such cases. Public welfare programs in the Region are generally in need of reforms.

"The situation in unemployment compensation is perhaps somewhat more disadvantageous in the South, because the laws of most Southern states are more restrictive in coverage than those of their neighbors to the North and West. (The) exclusion of employees in smaller firms...reduced opportunities for covered employment and intensified the problem of movement between covered and uncovered employment, already large in the Southern states because they

are predominantly agricultural. Small wonder that the number of claims for unemployment benefits disallowed because of insufficient wage credits is higher in the South than elsewhere."*

Aware of the need for the expansion of our present social security program, members of the Congress of the United States have introduced a bill to accomplish this. The Wagner-Murray-Dingell Bill**for Social Security (S.1050 and HR. 2393), before Congress in its current session, "provides for a unified system of social insurance financed by contributions from employers and workers and including the following benefits:

1. Old age retirement and survivors' insurance; extended disability insurance; lump sum death benefits;

2. Unemployment and temporary disability insurance; maternity benefits;

3. Prepaid personal health service insurance."

Generally it may be said that the new bill would liberalize, extend, broaden, and strengthen our present social security program, correcting many of the deficiencies in the system pointed out in this discussion. A sample of the changes which would occur with the passage of the bill will give some conception of its broad features:

1. Approximately 15,000,000 additional persons not now covered would be added, including owners of small businesses, self-employed, professional persons and farmers, agricultural workers, domestic servants, employees of non-profit institutions;

2. Benefits are increased by revising the calculation of average wage and adjusting the benefit formula;

3. Old age and survivors' insurance program is broadened to include

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* Woodward, Ellen S. "What Social Security Can Mean to the South."

**See supplement to the National Consumers League Bulletin, Reprint, July, 1945.

monthly case benefits to an insured worker who is totally disabled for six months or more before he reaches the retirement age;

4. A new Federal unemployment insurance system is to be administered more liberally than the present system;

5. All persons covered under old age and survivors insurance and their dependents will be covered by personal health service insurance;

6. A 10-year program is to be launched for the construction and improvement of hospitals and health centers, to be provided through Federal loans and grants-in-aid to the states;

7. A permanent national system of public employment offices is to be established.

8. The public assistance program is broadened so that Federal aid is extended to states on a variable matching basis, with no maximum on the amount of individual payments which the Federal government will match.

9. Assistance is extended to include costs of medical service for the needy and foster home care for children; if states wish to extend assistance to all needy individuals irrespective of age or special disability, the Federal Government will match such payments.

10. A national Social Security Council would be established, representing employers, employees and the general public to formulate policies on legislation and administration, and to investigate and make recommendations on coverage, adequacy of benefits, financing, and on methods of providing incentives to beneficiaries for rehabilitation and employment.

The expansion of the social security program, as described, would certainly contribute to the future decency and security of the Southern Region.

At the time of this writing (May, 1946) President Truman is ordering

several welfare and health services transferred to the Federal Security Agency, and is contemplating asking Congress to give the Federal Security Agency full cabinet status. This means that an appointment would be necessary. The appointee to this position would probably be called the Secretary of Welfare.

Mr. Truman's proposed plan abolishes the Social Security Board and makes it a part of the Security Agency. It also transfers to FSA the Children's Bureau of the Labor Department and the vital statistics functions of the Commerce Department's Census Bureau.

This new type of reorganization, if approved by the Congress, would in all probability further expand and liberalize social security for the Nation. It is to be hoped that the present trend toward liberalization of security programs in the Southern Region may, if reorganization occurs, gain additional impetus and momentum sufficient to raise social security in this section to a point that all persons during the time of need, whatever the cause of their condition, may through social security maintain respectability in the community until their contingencies are resolved.

Calendar No. 1906

79TH CONGRESS 2d Session | SENATE | REPORT No. 1862

SOCIAL SECURITY ACT AMENDMENTS OF 1946

JULY 27 (legislative day, JULY 5), 1946.—Ordered to be printed

Mr. GEORGE, from the Committee on Finance, submitted the following

REPORT

[To accompany H. R. 7037]

The Committee on Finance, to whom was referred the bill (H. R. 7037) to amend the Social Security Act and the Internal Revenue Code, and for other purposes, having considered the same, report favorably thereon with amendments and recommend that the bill as amended do pass.

GENERAL STATEMENT

SCOPE OF THE BILL

The scope of the bill is in general indicated by its seven titles, which are:

Title I—Social Security Taxes.
Title II—Benefits in Case of Deceased World War II Veterans.
Title III—Unemployment Compensation for Maritime Workers.
Title IV—Technical and Miscellaneous Provisions.
Title V—State Grants for Old-age Assistance, Aid to Dependent Children, and Aid to the Blind.
Title VI—Study by Joint Committee on Internal Revenue Taxation of All Aspects of Social Security.
Title VII—Income-Tax Provisions.

Title I amends the Federal Insurance Contributions Act so as to fix employer and employee contributions rates at 1 percent each, for the calendar year 1947.

Title II amends the old-age and survivors insurance provisions (title II of the Social Security Act) by adding provisions with respect to veterans who die within 3 years after discharge. In general, it guarantees survivors of veterans within its purview the same old-age and survivors insurance benefit rights they would have enjoyed had the veteran died fully insured under old-age and survivors insurance, with $160 per month average wages and as many years of coverage as

Annual Report
of the
Federal Security Agency

SECTION
SIX

Social Security Board

1946

Major industrial sources of pay-
ments in each state; selected components
as a %, total inc., 1946

	Total income payments to individuals, 1946	Percent distr. income payments, 1946	Mfg. pay, nonag.	Agricul. income	Trade + service income[1]	Gov't inc. com pay.[2]
Continental U.S.	169,373	100.0	21.3	9.8	26.6	17.0
New England	11,995	10.22	30.7	2.9	24.2	15.9
Conn	2,877	2.89	36.3	2.4	22.1	10.6
Me	917	.65	25.6	10.6	23.6	19.4
Mass	6,269	5.01	28.8	1.5	25.4	17.8
N.H.	543	.48	31.6	4.7	24.6	15.4
R.I.	1,006	.96	34.3	.8	22.8	17.1
Vt.	383	.23	21.9	13.4	23.5	14.1
Middle East	48,031	32.31	24.2	2.4	27.8	16.6
Del.	430	.35	29.4	6.0	21.4	12.1
D.C.	1,736	.13	2.7	—	27.4	49.3
Md.	2,716	1.63	21.6	4.0	27.1	20.2
N.J.	6,16	5.59	32.7	2.1	23.9	16.3
N.Y.	22,895	14.48	22.8	2.0	31.4	14.3
Penn.	12,437	9.29	26.9	2.9	24.7	15.8
W. Va.	1,656	.84	18.2	5.9	20.2	16.4
Southeast	23,395	10.04	15.5	16.8	24.9	21.5
Ala.	2,073	1.03	17.8	14.5	24.0	22.4
Ark.	1,328	.29	7.8	28.6	25.0	20.8
Fla.	2,372	.49	7.4	13.1	30.8	22.9
Ga.	2,567	1.23	17.3	14.0	27.4	20.7
Ky.	2,163	.72	12.0	19.9	22.3	19.3
La.	1,982	.74	13.4	10.3	27.6	21.4
Miss.	1,182	.38	11.6	22.8	24.4	24.9
N.C.	3,031	1.82	24.7	23.0	21.0	17.8
S.C.	1,407	.87	22.2	20.9	21.3	21.0
Tenn.	2,535	1.35	19.2	15.0	25.2	19.6
Va.	2,755	1.12	14.7	11.4	24.0	27.1

			Mfg	Agric.	Trade & Serv.	Gov't Serv.
Southwest	9,714	2.41	8.9	14.7	27.5	21.1
Ariz	627	.08	4.8	16.9	28.2	20.1
N. Mex.	491	.06	4.5	15.9	26.4	26.8
Okla.	1,848	.39	7.6	16.5	26.0	23.2
Tex.	6,748	1.88	10.0	13.9	27.9	20.2
Central	47,838	35.48	26.7	11.3	24.9	14.0
Ill.	12,019	8.76	26.3	7.9	26.1	13.6
Ind.	4,386	3.59	29.5	12.0	24.3	13.8
Iowa	3,012	.87	10.4	37.8	21.6	12.2
Mich.	7,379	7.48	36.6	5.6	23.6	14.6
Minn.	3,082	1.24	14.5	21.2	28.4	15.5
Mo.	4,349	2.06	17.1	14.1	26.4	16.2
Ohio	9,808	8.64	31.8	5.6	24.3	13.6
Wisc.	3,803	2.84	26.9	15.2	24.2	12.5
Northwest	8,439	1.65	7.1	27.7	24.5	17.3
Col.	1,380	.35	9.2	15.2	27.6	21.3
Idaho	588	.12	7.2	30.0	24.6	16.0
Kan.	1,992	.52	9.3	24.9	23.0	17.1
Mont.	669	.10	5.6	31.4	23.5	15.4
Neb.	1,489	.29	7.0	31.9	25.4	15.0
N. Dak.	624	.03	1.8	47.1	22.9	13.9
S. Dak.	473	.06	3.3	46.7	21.7	14.1
Utah	689	.14	7.2	12.1	26.5	25.5
Wyo.	335	.04	4.7	24.6	23.0	14.6
Far West	19,961	7.89	14.2	10.2	31.5	18.2
Calif.	14,879	5.65	13.7	9.5	32.4	17.9
Nev.	235	.02	3.5	10.4	32.6	16.6
Oreg.	1,729	.89	18.5	13.5	28.9	15.0
Wash.	3,118	1.33	15.4	11.8	28.1	21.9

1 Includes net income of farm operations (adjusted for changes in inventories of crops & livestock), farm wages, & net rents to landlords living on farms

2 Includes wages & salaries & net income of proprietors

3 Consists of pay of U.S. & local & of F.O. civilian employees, net pay of the armed forces, family allowance payments to dependents of enlisted military personnel, voluntary allotments of military pay, to insurance, miscellaneous payments to discharged servicemen, enlisted men's cash terminal leave payments, interest payments to veterans, public assistance & other direct relief, unemployment, veterans' pensions & benefits, OAA for & Domestic & World War II veterans & benefit payments from Social Ins. funds

Aug 1947 — June, 1947

	General Assistance Total Payments			Aid to Blind Payments		
	No. cases	amount	average	No. cases	total amount	average
State	335,000	$13,140,000	$39.18	79,153	$3,001,003	$37.91
Ala.	4,869	77,277	15.87	(total) 62,085	2,351,031	37.87
Alaska	143	4,236	29.62	1,004	20,076	20.00
Ariz.	2,339	73,207	31.30	Does not admin	AB	57.29
Ark.	2,631	32,119	12.21	1,472	31,324	21.27
Calif.	23,271	1,120,398	48.15			62.84
Colo.	3,956	151,504	38.30			45.48
Conn.	3,327	131,953	39.66			40.34
Del.	763	27,389	35.90			28.48
D.C.	1,274	61,207	48.04			42.21
Fla.	4,000	63,000	—	2,654	100,891	38.01
Ga.	2,907	42,306	14.55	2,205	45,029	20.42
Hawaii	967	46,129	47.70	67	2,724	40.66
Idaho	515	14,887	28.91			46.68
Ill.	23,100	1,000,749	43.32			41.20
Ind.	8,767	201,326	22.96			32.31
Iowa	4,307	109,608	25.31			46.74
Kans.	4,849	205,436	42.37			39.91
Ky.	2,000	33,000	—	1,705	31,367	18.40
La.	8,573	181,420	21.16	1,513	45,142	29.84
Me.	2,264	86,730	38.31			34.31
Md.	7,834	269,070	34.35			34.05
Mass.	14,887	572,948	38.49			51.46
Mich.	21,262	827,935	38.94			40.36
Minn.	5,919	214,969	36.32			44.52
Miss.	474	4,795	10.12	2,093	49,954	23.87
Mo.	11,188	275,440	24.62			30.00
Mont.	1,198	32,640	27.25			40.25
Neb.	1,580	41,121	26.03			40.51

APC

No. Recipients	Payments				OAA No. Recipients	Payments total		
families	Children	total	avg per family					avg
896,148	1,009,415	$24,434,895	$61.68		2,271,007	$81,842,124		$36.04
896,098	1,019,360	24,432,515	61.68					
8,106	22,740	255,141	31.48		52,299	917,100		17.54
229	559	7,171	31.31		1,357	53,994		39.79
6,915	18,278	249,745	36.12		40,098	731,648		18.25
10,767	24,838	380,549	35.34		52,670	1,927,131		36.59
6,501	16,719	229,497	35.30		76,741	1,307,652		17.04
963	2,916	89,617	93.06		1,700	60,150		35.38
9,152	23,507	320,831	35.06		47,285	821,730		17.38
11,897	30,797	542,275	45.58		49,310	1,197,246		24.28
5,518	14,615	145,854	26.43		39,296	680,503		17.32

Nev.	282	6,065	21.51			—
N.H.	1,143	35,465	31.03			39.7[illegible]
						42.60
N.J.	5,794	274,883	47.44			39.14
N.Mex	1,774	37,148	20.94			52.28
N.Y.	58,406	3,828,309	65.55			25.75
N.C.	2,899	39,143	13.50	2,835	73,555	25.95
N.Dak	647	20,235	31.28			37.72
Ohio	18,368	731,192	39.81			36.02
Okla	6,400	77,233	— — —	2,444	104,875	42.91
Oreg	3,983	186,818	46.90			49.64
Pa.	32,573	1,093,124	33.56			39.76
R.I.	2,600	113,361	43.60			41.25
S.C.	4,714	59,267	12.57	1,192	28,583	23.98
S.Dak	850	20,982	24.68			30.04
✓ Tenn	1,700	12,700	—	1,716	39,342	22.93
✓ Tex	3,500	62,000	—	5,291	164,786	31.52
Utah	1,790	86,981	48.59			48.17
Vt.	585	15,238	26.05			36.88
Va	3,658	73,075	19.98	1,115	25,336	22.72
Wash	6,912	340,892	49.32			61.00
W.Va.	4,857	71,189	14.66			18.06
Wis.	4,351	160,977	37.00			36.55
Wyo.	425	18,755	44.13			52.28

✓ estimated

1 Excludes estimated duplication between programs; 3,048 cases were aided by county commissioners & 4,106 cases under program administered by State Bd of Pub Welf - Avg per case not computed (Mer)

7,684	21,918	272,339	35.44	38,607	696,920	18.05
27,834	67,211	1,251,907	44.98	95,349	4,036,440	42.33
5,529	15,366	152,575	27.60	29,588	598,476	20.23
13,425	36,024	471,035	35.09	47,057	864,702	18.38
14,073	35,452	587,308	41.73	193,891	5,608,230	28.92
4,504	13,118	177,719	39.46	15,850	279,397	17.63

Data for ADC include programs admin. without fed. participation in Fla., Ky., Neb., which administer such programs concurrently with programs under Soc. Sec. Act.

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A Brief Explanation OF THE Social Security Act

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FEDERAL SECURITY AGENCY
SOCIAL SECURITY ADMINISTRATION
WASHINGTON, D. C.

Development of Federal Grant Allocations

By Cecile Goldberg *

THE ALLOCATION of grants among States, though not significant while Federal aids were but a small part of total government expenditures, has taken on increasing importance as the size and scope of grants-in-aid have grown. Total Federal grants to States for the fiscal year 1946–47 are estimated at more than $1 billion, continuing a gradual upward trend. Grants for social security and related health and welfare programs constitute about 70 percent of the 1946–47 total; the other 30 percent is composed of aids for education, transportation, and the development and conservation of natural resources.

The importance of grants-in-aid was recognized by President Truman in his first Economic Report to Congress, when he pointed out that "the Federal Government is engaged in several programs of grants-in-aid to State and local governments involving large amounts of money. Further programs are planned. These programs . . . contribute greatly toward bringing all sections of the country up to the levels of productivity consistent with American standards of living." Therefore, the President reported, he had asked the Council of Economic Advisers to determine, in cooperation with other Federal agencies and State and local officials, "to what extent revised standards for the distribution of these grants may take into account more fully the needs for support that exist in various parts of the country."

The problem of the distribution of Federal grants-in-aid among States has received less attention in the past than questions of what function to aid or the proportions such aid should assume. Yet the Federal allocation influences the amount of money that a State has to spend for a particular service, which in effect determines the level of adequacy of the program. Equally important to adequacy, of course, is the effectiveness of a program's administration, but only the nature and evolution of Federal allocation formulas are considered here.

Federal "grants-in-aid," as used here, refer to payments for cooperative programs, which are made from the Federal Treasury to State governments, including their appointed or constituent departments. Such grants have been or may be made for many and varying reasons: to stimulate new programs, to combine local control with national money-raising powers, to assure a national minimum in programs of vital interest to all, to equalize service levels and relative tax burdens of a program, to improve the combined Federal-State-local tax system, and to aid in maintaining or approaching full employment.

The purposes for which grants are made have been most important in determining the financial arrangements adopted. Often, however, the purposes have not been fully realized because the financial provisions have been poorly adapted to the objectives. Most of the earliest grants were designed to stimulate the adoption or expansion of certain State-local programs. More recently, especially since the passage of the sixteenth amendment, which empowers Congress to tax incomes, grants have been occasioned by the greater Federal fiscal powers and the growing reliance on government for various types of health and welfare services. When a national interest is recognized and when local administration has distinct merits, whether for administrative, political, or constitutional reasons, the allocation and matching techniques employed should be designed to maintain a basic minimum program without placing undue burdens on taxpayers in some States. Such techniques are particularly important in the more expensive and more essential health and welfare programs. If the Federal share in the total program is to be fairly substantial, the most efficient and economical use of Federal aid would in many cases be a distribution that would take into account relative State-local need for and ability to finance the service—that is, an equalizing allocation and/or matching formula.

Allocation formulas cannot be considered apart from matching formulas when a matching requirement exists; it is the total level of activity effected by the operation of both furmulas together that is significant. Matching funds required of the States usually bear some uniform ratio to Federal aid; for one program the matching varies with State per capita income when it falls below the national average.

Allocation formulas are of two major types, statutory and discretionary. Within either category, allocations may be based on one factor or a combination of several factors—uniform lump-sum amounts, some general or special measure of population, area, star-route postal mileage, representation in Congress, and so on. For several programs, they depend on the amount of State-local expenditures for the purpose. In a very few instances, they are based on some relatively complex measure of specific program need.

Over the years, as the State functions aided by the Federal Government have increased in number and broadened in scope, bases for the apportionment of funds among the States have also changed in character. The evolution of allocation formulas, however, has not been nearly so progressive as has the growth, both in size and purpose, of the grants themselves. Thus, although today many of the actual and proposed allocation formulas are better adapted than were earlier ones to meet varying degrees of need in the several States, large sums of money are still being distributed among the States with only approximate regard for need and, in almost every instance, with no relation to the relative abilities of States and their subdivisions to finance the services themselves.

Earliest Measures of Allocation

The earliest grants were allocated among States in the simplest manner,

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* Bureau of Research and Statistics, Division of Finance and Economic Studies. This article was prepared as part of Bureau Memorandum No. 65, *The Principle of Equalization Applied to the Allocation of Grants-in-Aid*, by Byron L. Johnson.

Table 1.—*Federal grants-in-aid to States by selected fiscal years, 1900–46* [1]

[In millions]

Function	Fiscal year ended June 30—					
	1900	1920	1930	1935	1940	1946
Total	$2.8	$34.0	$100.5	[2] $2,196.6	577.5	$757.9
Social security and related programs	.9	2.9	1.3	2.8	359.2	611.5
Public assistance					271.1	421.2
Employment security				1.3	61.7	55.7
Health and welfare	.9	2.9	1.3	1.5	26.4	134.6
Education	1.2	4.8	10.1	12.7	24.7	34.3
Public roads		20.3	75.9	274.7	164.5	74.5
Natural resources	.8	6.0	13.2	14.5	29.1	37.5
Emergency relief and public works				1,891.9		

[1] From the *Annual Reports of the Secretary of the Treasury*. See the *Bulletin*, June 1947, table 8, p. 39, for definition of functional categories.

[2] Regular grants, excluding those for emergency relief and public works, amounted to $304,700,000.

either in uniform amounts or in proportion to representation in Congress. The latter factor corresponds roughly to population (with some overweighting for small States) and thus is a crude measure of need.

The land grants for public schools and universities were uniform for each geographic subdivision. Those for public schools were initially one section of land out of every township, to be reserved for the maintenance of public schools within the township and to be granted to the inhabitants of the township. Later the grants were increased to two and, finally, four sections of every township. In addition, not more than two complete townships were to be given each State perpetually "for the purposes of a university," to be applied "to the intended object by the legislature of the State." Another section of every township was to be reserved "for the purposes of religion."

In 1837 the surplus above $5 million in the United States Treasury was apportioned among the States "in proportion to their respective representation in the Senate and House of Representatives of the United States." The Morrill Act of 1862, making land grants to the States for colleges for agriculture and mechanic arts, used the same basis for apportionment. Each State was granted 30,000 acres of land or its equivalent in land scrip for each Senator and Representative in Congress to whom it was entitled by the apportionment under the census of 1860. This act was the first to aid a State function for which the Federal Government later assumed a continuing responsibility. It was also the last of the general land grant acts.

Measures of Allocation Up to World War I

Except for the general "loan" of 1837, all grants to States until 1879 were land grants. In that year the passage of the act to aid education of the blind marked the beginning of a whole series of money grants to States under permanent legislation. From then until the First World War, though a number of Federal aid acts apportioned funds among the States in uniform amounts, distribution under some acts was made according to more refined measures of need, usually a population factor. A few acts used an entirely new basis.

Grants for manufacturing and distributing embossed books for the blind and "tangible apparatus" for their instruction, initiated in 1879,[1] were, and are now, allocated according to the number of pupils in public institutions for the education of the blind. This factor is a direct measure of the relative need for the service within each State.

Similarly, grants for homes for disabled soldiers and sailors are allocated among States on the basis of a uniform amount yearly for every inmate in such a home. The act of 1888,[2] initiating Federal grants for this function, provided for an annual payment of $100 for each inmate. An early amendment set a historical precedent in that it was the first to require the States to match Federal funds with a similar amount. This principle of State matching has since become almost universal. Federal aid for homes for disabled soldiers and sailors was subsequently increased and since 1943 has been $300 a year for each inmate.

The bulk of the grants during this period, however, consisted of uniform lump-sum allotments to States. No doubt a certain minimum sum is needed to provide the basic organization required in any State to perform the aided function, but such an allocation does not adequately measure each State's total need for a particular service. As an example of the lump-sum allotment, the Hatch Act of 1887, to aid in financing agricultural experiment stations, provided that each State receive annually $15,000 for this function; an additional $15,000 annually was authorized by the Adams Act of 1906. The second Morrill Act, passed in 1890, provided for a grant of $25,000 annually to each State for the agriculture and mechanic arts colleges established pursuant to the land grants of 1862 for this purpose; and the Nelson amendment of 1907 increased this sum by another $25,000 a year.

The first discretionary grant was authorized by the Weeks Act in 1911 for the purpose of cooperating with States in preventing and fighting forest fires along watersheds of navigable streams. The Secretary of Agriculture was empowered to enter into cooperative agreements on such conditions as he deemed wise, provided that each Federal allotment was matched by a similar amount from State and local funds.

Annual Federal grants for the maintenance and support of State and municipal marine schools, started in 1911, introduced the first "open-end" or indefinite matching grant. An open-end grant sets no specific limit on the amount authorized and carries the implication that the Federal Government will advance or reimburse all or some stated portion of State (and local) expenditures for the program and that a Federal deficiency appro-

[1] The benefits actually received by the blind under this program, however, are in kind. Federal funds go to the American Printing House for the Blind, which in turn distributes books and teaching equipment.

[2] The matching provision was incorporated in the appropriation act for the fiscal year 1890.

priation will be made if necessary. In their more usual form, open-end grants offer Federal aid within some indefinite, but implicit, limit. In the case of the grants for marine schools the amount of the Federal grant was not specified except that the sums expended by States or municipalities would be matched dollar for dollar with a maximum grant of $25,000 per school. This grant was thus logically a forerunner of the arrangement adopted for public assistance financing in the Social Security Act.

A deviation from the consistent use of lump-sum apportionments for agricultural education came with the passage of the Smith-Lever Act in 1914. This act, giving Federal aid for agricultural extension work, provided for the distribution of a large amount on the basis of rural population, to be matched dollar for dollar by State funds, as well as a much smaller sum in uniform lump-sum allotments.

Allocation Measures From World War I Until the Depression

The Federal-aid highway program, in addition to being the first really significant grant-in-aid program from a fiscal point of view, departed markedly from the traditional closed-allocation formulas. The Federal Aid Road Act of 1916 for aid in the construction of rural post roads laid down the basis for subsequent highway allocation formulas. Three factors were specified for use in the allocation of funds among States—area, population, and rural and star-route postal mileage—and all three were given equal weight. A limitation was placed on the formula, however, in that aid could not exceed $10,000 per mile of road constructed. Dollar-for-dollar matching of Federal funds by State funds was required.

Except for highway grants, the other new or increased grants in this period tended to use lump-sum allotments or some general or specific population factor. At least one act permitted discretionary allocation. The matching principle became generally accepted during this period.

With the passage of the Smith-Hughes Act in 1917, Federal aid in the form of annual grants was extended to a new function—vocational education. Funds for the various major groups of vocational subjects to be aided were, and still are, allocated among States according to some measure of population. Under this act, Federal grants for salaries of teachers, supervisors, and directors of courses in agricultural subjects are allocated on the basis of rural population; for courses in trade, home economics, and industrial subjects, on the basis of urban population; and for the preparation of teachers of vocational education subjects, on the basis of total population. For each category, the minimum annual allotment to a State was originally $5,000 but was increased eventually to $10,000. All Federal aid must be matched dollar for dollar by State and local funds.

Additional annual appropriations were authorized in 1929 for salaries of teachers, supervisors, and directors of agricultural subjects and of home economics. Funds for the former are allocated among States on the basis of farm population alone and for the latter on the basis of rural population; 50–50 matching is required for both. The use of farm rather than rural population as a base for the allocation of funds for agricultural subjects represents an effort to relate the distribution formula more closely to the population group to be served. The separation for allotment purposes of home economics from its earlier linkage with trade and industrial subjects appears to indicate a desire on the part of Congress to aid home economics departments in rural rather than urban schools. Further legislative refinements along these lines were made later, together with additional appropriations, and will be discussed below.

Closely allied to the grant program for vocational education is that for vocational rehabilitation, started in 1920. The Vocational Rehabilitation Act of that year provided grants to States for the vocational rehabilitation of persons disabled in industry and for their placement in employment. These grants are allocated among the States according to population, with a minimum allotment in any year of $5,000 to a State and a requirement of 50–50 matching by the State. A subsequent additional appropriation, first made in 1930, follows the same pattern except that the minimum allotment under that appropriation is $10,000.

Certain health functions received Federal aid for the first time during this period. A deficiency appropriation in 1916 started a series of small grants for special studies and demonstration work in rural sanitation. States requesting demonstrations had to agree to pay half the costs. The Chamberlain-Kahn Act of 1918 made appropriations for 2 fiscal years for the prevention and control of venereal diseases. Federal funds were distributed among the States on the basis of population, and in the second year the allotments had to be matched equally from State funds. The Sheppard-Towner Act of 1921, which provided funds for the promotion of the welfare and hygiene of mothers and infants for a period of 6 years (later extended another 2 years), heralded the entrance of the Federal Government into the field of maternal and infant health. These funds were distributed among States partly on a uniform lump-sum basis and partly according to population; $5,000 of each State's lump-sum allotments and the total population allotments carried a requirement of equal State matching.

During this period also, the Federal Government increased its grants for several Federal-State functions already established: education of the blind, State homes for disabled soldiers and sailors, highways, agricultural experiment stations, and extension work. Each additional grant was allocated among the States on the same basis as its predecessors, though minor changes were made in the highway grants.

The 1921 Highway Act brought the 1916 allocation formula into basic legislation ("section 21") for the interstate and intrastate Federal-aid highway system. The major modification of the formula at that time was an increase in the Federal percentage (normally 50 percent) for States containing unappropriated public lands exceeding 5 percent of their total area. In these States the Federal share was increased by one-half the percentage that the area of such lands is of the total area of the State. The maximum

Federal aid per mile was also increased, and in the cases just mentioned this maximum was further raised in proportion to the increase in the percent of Federal aid granted.

A Federal grant was made by the Clarke-McNary Act of 1924 for cooperative farm forestry and forest-fire prevention. The funds were to be used at the discretion of the Secretary of Agriculture, who was again empowered to enter into cooperative agreements with State officials. Federal aid had to be matched by an equal amount of State funds.

Measures of Allocation During the 1930's

The depression and the resulting changes in the role of government caused a tremendous expansion in Federal grants to States, both as to functions covered and the amounts of money involved. The urgencies of the day focused greater attention than previously on the problem of distribution of these large sums of money. Consequently, many of the allocation formulas written into legislation or adopted by administrative interpretation of general statutory language were more complex than the earlier ones, largely because of the effort to measure need more accurately. The first active recognition of the principle of equalization came in this period. Certain of the existing formulas were changed somewhat to adapt them better to the ends sought. At the same time, however, many old formulas with their less exact measures of need were repeated in new legislation.

Relief, public works, and employment office acts.—The first of the depression grants came with the Emergency Relief and Construction Act of 1932 to relieve destitution, broaden the lending powers of the Reconstruction Finance Corporation, and create employment. To accomplish part of this objective, $120 million in Federal aid was appropriated for highway construction work, to be distributed according to the section 21 formula (⅓ area, ⅓ population, and ⅓ post-road mileage). The amounts apportioned to the States were available as a temporary advance and could be used by the States to match their regular Federal-aid apportionments. These amounts were to be reimbursed, however, beginning with the fiscal year 1938, by annual deductions from the regular allotments.

Subsequent highway-aid legislation, designed to increase employment through emergency construction, did alter the distribution formula, however. Grants for this purpose under the National Industrial Recovery Act of 1933, the Hayden-Cartwright Act of 1934, and the Emergency Relief Appropriation Act of 1935 provided for the apportionment of seven-eighths of the funds for the Federal-aid highway system according to the usual formula; the other one-eighth was allocated on the basis of population. This, in effect, gave the population factor the greater weight of $^{10}/_{24}$, as compared with weights of $^{7}/_{24}$ for area and for post-road mileage. This adjustment in the formula channeled more of the highway aid into the most populous States, where the unemployment problem was more acute. Matching was dispensed with during this emergency period.

The 1935 Emergency Relief Appropriation Act also gave Federal aid for the elimination of hazards at grade crossings. The distribution of these funds was based on an adaptation of the highway-aid formula. One-half of the funds was distributed according to the population, ¼ according to mileage on the Federal-aid highway system, and ¼ according to railroad mileage (instead of area). No State matching was required.

To supplement the normal Federal aid functions, enormous grants were made at this time for public works and direct relief. The Emergency Relief and Construction Act of 1932 had provided that the Reconstruction Finance Corporation might make "self-liquidating" loans to State and local governments to aid them in providing necessary relief. This device, intended to stimulate State-local expenditures, did not prove effective and was soon replaced by grants. The Federal Emergency Relief Act of 1933 authorized grants of $500 million for relief. Half of these grants could be used to reimburse one-third of the expenditures of State and local governmental units for relief; the remainder was to be used when the funds available within a State from all sources, including Federal, were found to be less than estimated relief needs. Not more than 15 percent of the total Federal appropriation under this act could go to any one State.

From the date of this act through the fall of 1937, when the grant programs under the Social Security Act were in virtually full operation, Congress authorized more than $3 billion for relief purposes through the medium of the Federal Emergency Relief Administration. (Another $3 billion was expended directly rather than through grants in 1936 and 1937 by the Works Progress Administration.) These grants deserve close interest because of their size and the various methods of allocation used. It was left to the discretion of the Administrator of the FERA to distribute most of the funds among the States, and the traditional matching requirement was waived in most cases.

According to one authority, the 1933 legislation was the product of a compromise between two schools of thought in Congress.[3] One, fearing the use of discretion by an administrative official, wanted to write the allocation formula and matching provisions into the law. This group felt that the matching approach was desirable because it "gave more to those States with the greater expenditures, or 'need'." The other group believed that State expenditures did not necessarily represent an accurate measurement of need and that reimbursement would only increase the inequity, since the States spending the most would receive the most. This school held out for administrative discretion in the disposal of the funds.

Before the first year was out, all relief grants were made on a discretionary basis; later grants did not include matching provisions, on the ground that 50–50 matching defeated the principle of equalization and was ill adapted to the exigencies of the relief situation of 1933–35. The activities of the FERA represented the first attempt by the Federal Government to distribute funds on a "variable grant" basis.

[3] E. A. Williams, *Federal Aid for Relief*, 1939.

From the end of 1933 through the first half of 1934, grants were made on the basis of statements submitted by the State officials on relief needs, State and local funds available, and the amount of Federal funds needed. This basis was abandoned in the fall of 1934 as being too subjective. Then, mathematical formulas were worked out to determine the relative ability of a State to finance a share of the program. To ensure that each State was making the same effort and bearing the same burden, quotas were worked out on the basis of various series of economic data, including measures of State production, sales, income, wealth, bank deposits, population, tax collections, governmental receipts and expenditures, and assessment ratios. Four tentative quotas were computed from these data, and a fifth was devised to take into account some factors that could not be measured, such as restrictions on taxation and indebtedness and local attitudes. The final quotas were used as a basis for negotiation between the States and the Administrator. This method resulted in great divergences among the States in the Federal Government's share in the relief programs.

An approach to the problem of unemployment through placement of unemployed workers eventuated in grants to States for the establishment and maintenance of public employment offices. The Wagner-Peyser Act of 1933 set up in the Department of Labor a United States Employment Service, which was empowered to make grants of money to States over a 5-year period. At least 75 percent of the funds had to be allocated on the basis of total population, and all Federal aid had to be matched by a similar amount of State and local funds together; furthermore, at least 25 percent of the population allotment, and not less than $5,000 in any event, must be from State funds alone. The act was amended in 1935 to require a minimum grant to each State of $10,000 annually.

During this emergency period, the work relief, highway, and public employment office grants were also supplemented by grants for general public works. The National Industrial Recovery Act of 1933, in addition to making grants for highway construction projects, allowed a large sum for public works. The Emergency Relief and Construction Act of 1932 had authorized "loans" from the Reconstruction Finance Corporation to States and localities, but title II of NIRA initiated the extension of grants in the field of general public works. The Federal Emergency Administration of Public Works, created by title II, operated Federal projects and administered grants and loans for State and local public works projects. Additional funds for this purpose were authorized by the 1935 Emergency Relief Appropriation Act.

PWA allotments were not lump-sum grants distributed annually among the States on any quota system based on population or any of the usual standards of previous Federal allotments.[4] Funds for each project were applied for directly by the governmental unit undertaking it, and each project was judged on the basis of its own soundness from the legal, engineering, and financial points of view. Although no quota system was established, serious consideration was given to criteria which might be useful in determining need for Federal aid and making allotments. The main factors considered were population, unemployment, amount of relief expenditures, number of families being given assistance, per capita Federal revenues by States and regions, and area. None of these factors, it was felt, reflected adequately the need for public works. Instead of a completely objective formula, rough quotas were worked out by giving a weight of ¾ to population and of ¼ to the estimated number of unemployed. These were used merely as a guide to prevent concentration of funds in a few States.

The legislative maximum for Federal aid was 30 percent of the cost of labor and materials on each project. There was some consideration of varying the percentage and employing the maximum as a reward for economical expenditure; in the end, however, a uniform ratio prevailed. The maximum was raised to 45 percent in 1935, and since this percentage pertained to the total cost of the project and not merely to labor and materials, the Federal share was thus virtually doubled.

The Social Security Act.—These temporary depression measures were eventually superseded by a long-range approach to the problem of unemployment and economic security. With the passage of the Social Security Act in 1935, several new types of grants were adopted. By far the most significant of these were the grants for the three public assistance programs, which put the open-end matching grant into use on a large scale. The grants are open-end in the sense that there is no maximum on the total Federal aid authorized and in that Federal aid will match all reimbursable. State-local expenditures. There are maximums, however, on the Federal aid per individual recipient per month.

Federal aid for old-age assistance and for aid to the blind, under the original act, was limited to 50 percent of the payments, up to a Federal-State total of $30 a month per recipient. An additional 5 percent of the total amount granted for assistance payments was provided for use in financing the costs of administration, or payments to individuals, or both. Federal grants for aid to dependent children were 33⅓ percent of the expenditures for assistance, up to a monthly total of $18 for the first child and $12 for each additional child in the same home.

These provisions were liberalized somewhat by the 1939 amendments to the Social Security Act. The maximum Federal aid per recipient per month was changed from $15 to $20 in both the old-age assistance and aid to the blind programs. In aid to dependent children, the Federal share was increased to 50 percent of the payments up to $18 for the first child and $12 for each additional child in the same household. The legislation also changed grants for administrative costs for aid to the blind to 50 percent of the expenditures by States and localities for this purpose.

The 1935 act also created an unemployment insurance program on a Federal-State basis and provided for payments to the States to cover 100

[4] Juanita K. Williams, *Grants-In-Aid under the Public Works Administration*, 1939, chapter 4.

percent of the cost of the "proper and efficient" administration of the State unemployment insurance laws.

The Social Security Act also established the present three grant-in-aid programs of the Children's Bureau—maternal and child health, crippled children, and child welfare services. Under the 1935 provisions, grants for maternal and child health services totaled $3.8 million annually. This total was divided into two funds: Fund A provided $1 million to be allotted among States in uniform lump-sum grants of $20,000 and $1.8 million on the basis of the number of live births, and Fund B provided $980,000 to be allotted according to financial need, as determined by the Secretary of Labor, after taking into consideration the number of live births in each State. The Fund A allotments had to be matched by an equal amount from State and local funds, but no matching was required for Fund B allotments.

Grants for services for crippled children totaled $2,850,000 annually under the 1935 act, of which $20,000 went to each State and the remainder was allocated on the basis of need as determined by the Secretary of Labor, after consideration of the number of crippled children in each State who needed the services and the cost of furnishing such services to them. The entire grant for this purpose had to be matched by a similar amount from State and local funds.

The original grants for child welfare services amounted to $1.5 million annually, $10,000 to be allocated to each State and the remainder to be allotted on the basis of State plans, except that each State's share was not to exceed its proportion of the total rural population. No matching percentage was mentioned, but it was specified that the grant was to be for payment of part of the cost of these services.

The 1939 amendments to the Social Security Act increased the appropriations for these grants. For maternal and child health, the sum to be allotted on the basis of live births was increased from $1.8 million to $2.8 million, and the financial-need portion was raised from $980,000 to $1,980,000. Grants for services to crippled children were increased from $2,850,000 to $3,870,000. In addition to the previous uniform allotment of $20,000 to each State, $1,830,000 was provided for allotment on the basis of need, and both amounts were to be matched (Fund A). An additional $1 million was authorized, with no matching requirement (Fund B), to be allocated on the basis of the financial need of each State for assistance in carrying out its plan. The Secretary of Labor was given discretionary powers for allocating these funds, after taking into consideration the number of crippled children in need of the services and the cost of furnishing such services to them; these two factors were the same as those in the other (Fund A) allocation made according to need. Grants authorized for child welfare services were increased by $10,000 because of the extension of the title to Puerto Rico.

The unmatched grants made by the Children's Bureau on the basis of financial need are allotted by administrative discretion. For maternal and child health, the Bureau in the past has used formulas that have taken into account the number of live births in each State, sparsity of population, excess infant and maternal mortality, and the continuance of special projects initiated during earlier years. The Fund B allotments for services to crippled children have been made according to a detailed set of formulas, based on the following factors: the number of crippled children in need of such services, the cost of furnishing services to them, per capita income, sparsity of population, cases of poliomyelitis, deaths of children from heart disease, number of crippled children on State registers, special programs for care and treatment of children with rheumatic fever or heart disease, and other bases of special needs. In the case of both grants, the factors have been weighted and have been changed from time to time, as have the weighting ratios. As of July 1, 1947, the Children's Bureau began using a simple equalization formula for Fund B apportionments.

The 1935 Social Security Act also contained provisions regarding grant-in-aid programs for vocational rehabilitation and for public health work.[5] The new funds for vocational rehabilitation were allocated among States in the manner provided by the 1920 act, as amended—that is, on the basis of population, with a minimum allotment of $10,000 and with the allotments dependent on equal State-local matching. The 1939 amendments increased the total grant from $1.9 million to $3.5 million and the minimum allotment per State from $10,000 to $20,000. Hawaii was granted $5,000 for this purpose in 1935, and this sum was raised to $15,000 in 1939.

Grants for public health work amounted to $8 million annually, to be allotted to States on the basis of population, special health problems, and financial needs. No matching requirement was included. The amount was raised to $11 million by the 1939 amendments, but the bases for apportionment were kept intact. The interpretation of these bases is discretionary under the law, and the percentage weighting of the three factors, as well as the series used to reflect the latter two, has varied from time to time. The U. S. Public Health Service issues annual regulations on the required amount of State-local matching of Federal funds.

Though by far the largest grant-in-aid programs of the thirties, whether emergency or permanent, dealt with the problems of unemployment, public works, welfare, and health, there were numerous changes in or additions to the older grant-in-aid programs. These included vocational education, agricultural extension work, agricultural experiment stations, and colleges of agriculture and mechanic arts. There were also changes in a few new small programs created by Congress—farm forestry, wildlife restoration, and venereal disease control.

Other grant legislation of the 1930's.—The George-Ellzey Vocational Education Act of 1934 made additional grants for agricultural,

[5] Later, title VI, relating to grants to States for public health, and title V, part 4, relating to grants to States for vocational rehabilitation, were deleted from the Social Security Act because of enactment of other legislation in these fields. See pp. 9 and 10.

home economics, and trade and industrial subjects of $1 million for each category for each of the 3 fiscal years 1935–37. Grants for the first two were allocated on the same basis as those of 1929—farm population and rural population, respectively. The distinction made in that year in separating home economics allotments from the category of trade and industrial subjects was here carried one step further. Trade and industrial subjects were established as a separate category by this act, with allocations made on the basis of nonfarm population. Minimum allotments to a State for any 1 year were $5,000 for each category, and equal State-local matching of all funds was required.

The George-Deen Act of 1936 authorized a permanent annual appropriation of more than $14 million for grants for vocational education. Allocations for agricultural, home economics, and trade and industrial subjects followed the pattern of the George-Ellzey Act. In addition, grants were provided for courses in subjects dealing with distributive occupations and for the preparation of teachers for all aided subjects. These new grants were allocated on the basis of total population. Minimum allotments varied with the size of the grant to be allocated. This act also carried with it a new type of matching provision, a "ratchet" provision designed to increase the States' share in the total program over the years by gradually increasing the percentage of Federal funds requiring matching.

The rural population base and matching requirement tradition of grants for agricultural extension work were modified by a 1935 authorization of $1 million for 1 year for additional cooperative extension work and the employment of specialists in economics and marketing. These funds were to be allocated at the discretion of the Secretary of Agriculture, and no matching was called for. The Bankhead-Jones Act of 1935 reverted to the lump-sum and population allocations, but this time farm population was used as a base, and the act again waived the matching requirement. The smaller authorization of 1939 was another discretionary grant with no matching requirement.

The allocation of grants for agricultural experiment stations, hitherto on a uniform lump-sum basis, was changed in the case of the additional grants authorized by the Bankhead-Jones Act. The new funds for research into basic laws and principles relating to agriculture, especially methods of production, distribution, and extension of markets, are allocated among States according to rural population; equal State matching of these funds is required.

Similarly, the Bankhead-Jones Act broke the tradition of lump-sum allotments for grants for agriculture and mechanic arts colleges. The additional funds authorized by this act included not only a $20,000 uniform lump-sum allotment to each State but also a considerable sum to be distributed according to total population. No matching was required, however.

Of the other grant legislation during the 1930's, grants for cooperative farm forestry were on a discretionary basis with no matching of funds required; additional funds for education of the blind followed the established formula; and grants for venereal disease control were on the usual public health basis, substituting "the extent of the venereal disease problem" for the more general "special health problems" factor. Receipts from Federal taxes on firearms, shells, and cartridges were granted to States for wildlife restoration and allocated one-half according to area and one-half on the basis of the number of holders of paid hunting licenses in each State; the minimum allotment to any State was fixed at $15,000 a year, provided the State spends $5,000 from its own sources. One-third of the Federal allotment must be matched in full by State funds.

Grants During World War II

The emergency period of defense and war brought Federal aid to some new functions and some further changes in allocation and matching provisions as new grants were made to several of the established Federal aid functions. Some of the peacetime functions were geared to wartime exigencies.

Vocational education grants, for example, were extended in 1940 to the training of defense workers. The first authorization of this nature was for courses of less than college grade in occupations essential to national defense. Grants to States were made in the amount of the cost of such courses, pursuant to plans approved by the Commissioner of Education, with the Federal Government bearing the main financial burden. Later authorizations extended the purposes to include engineering courses of college grade, courses for designated rural and nonrural youth, courses for youth under the National Youth Administration, and equipment.

Grants for marine schools were liberalized in 1941; the Federal Government continued to match sums spent by States and municipalities, but the maximum grant was raised to $50,000. To receive the additional money (over the old maximum grant of $25,000) the schools must admit out-of-State students on terms prescribed by the Maritime Commission; the per capita costs of such students are paid from Federal funds.

As an agricultural parallel to these two training programs, grants were extended to States in 1943 to provide needed farm labor. These grants were allocated on the basis of the Food Production and Distribution Administrator's determination of need and were funneled through the agricultural extension services of the land grant colleges. No matching was required.

The Vocational Rehabilitation Act Amendments of 1943 greatly expanded the program in terms both of amounts available for expenditure and of coverage and made special provision for war-disabled civilians. The population apportionments were abandoned at this time, and the formula was remodeled somewhat on the public assistance basis of uniform Federal matching of State-local expenditures. The amount authorized yearly is the sum that shall be necessary. On the basis of State plans, the Federal Government pays to each State all the necessary cost of payments to war-disabled civilians; one-half the cost of rehabilitation and medical examinations; one-half the cost of rehabilitation services for disabled persons, other than war-disabled civilians, who are needy; and 100 percent

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of the cost of proper and efficient administration of the plan. If during the first 2 years under the new law the Federal Security Administrator found that a State had "substantially exhausted" its funds available for these expenditures, he had power to increase the amounts payable to the State before July 1, 1945. Thus, the States were encouraged to establish and expand these services. These grants would appear, from the wording of the act, to be open-end in that there is no dollar limit to the amount of Federal aid beyond the amount of approved local expenditures. The Comptroller General recently stated his opinion, however, that "there is no legal obligation on the Federal Government to make payments to the States unless and until the Congress makes money available for said purpose" and that when the amount thought to be necessary is appropriated each year, it constitutes the total cost to the Federal Government for that year. What the effect of the antideficiency laws and the Comptroller General's opinion will be on this and other so-called open-end grant programs remains to be seen.

Another emergency program was reestablished with the authorization in 1944 of additional funds for forest-fire prevention, this time especially in critical areas of national importance. The grant was $1 million annually during the existing emergency, to be allocated at the discretion of the Secretary of Agriculture, with no State matching requirement.

The rest of the new wartime grants were for health and highways. One large new program not written into permanent law is that for emergency maternity and infant care. Because of the success of a demonstration program in Washington State, financed by the Children's Bureau, funds were authorized in 1943 for a Nation-wide program under a general appropriation act as an extension of the maternal and child health program under the Social Security Act. Originally designed for the care of wives and infants of enlisted men in the lowest four grades, the emergency program was extended for a 3-month period later in 1943 to cover those of all enlisted men, including the three higher grades. The allocation of these funds among States is discretionary, and they are used to pay the entire cost of the services, within the limits per case set by regulation.

The Public Health Service Act of 1944 revised and extended the public health program and repealed title VI of the Social Security Act pertaining to public health. Grants covered by the new act are for general public health services and the prevention, treatment, and control of venereal diseases and tuberculosis. All three grants are allocated among States on the basis of (1) population; (2) the size of special health problems, the venereal disease problem, and the tuberculosis problem, respectively; and (3) financial need. State matching of Federal aid is determined by regulation rather than by statute. According to the U. S. Public Health Service regulations promulgated July 12, 1946, the State must match at least 50 percent of the Federal grants for the general public health and venereal disease control programs and 100 percent of the Federal grant for the tuberculosis control program.

The Defense Highway Act of 1941, authorizing aid for the construction, during the national emergency, of roads needed for national defense on the "strategic network of highways" approved by the Secretary of War, made grants for five separate categories. Grants for critical deficiencies in highways and bridges on the strategic network were allocated half according to section 21 of the 1921 act, with the Federal Government's maximum share in the total program set at 75 percent, and half on a discretionary basis with no matching requirement. Grants for engineering surveys on the strategic network were allocated according to section 21 and had to be matched equally by the States. Funds for access roads to military and defense establishments and for flight strips were also allocated on a discretionary basis, but no State matching was required for these.

Toward the end of the war, this act was followed by the Federal Highway Act of 1944 for the postwar construction of highways and bridges, grade-crossing elimination, and the preparation of such plans. Grants amounting to $500 million a year for 3 successive postwar years were authorized, to be matched in full by State-local funds. Some refinements made in the allocation formula represent a compromise between urban and rural interests. The section 21 formula is retained for the allocation of funds for Federal-aid interstate highways and is only slightly modified by the substitution of rural population for total population in the distribution of one-third of the funds for secondary and feeder roads. The more important innovation is in the appropriation for highways in urban areas; these funds are to be allocated among States on the basis of the population in urban areas of 5,000 or more in each State. Future Federal highway grant legislation will indicate whether the act of 1944 is a significant modification of the traditional formula of section 21, or a temporary compromise giving supplementary grants to urban areas for the alleviation of their present traffic problems.

A few months before the passage of the postwar highway act, advances to State and local governments for planning public works were authorized under the War Mobilization and Reconversion Act. They were not ordinary grants-in-aid, but rather loans and advances, to be repaid when the actual construction was undertaken. They followed, however, an allotment procedure similar to that for some grants: 90 percent of the sums appropriated were to be allotted according to population and 10 percent at the discretion of the Federal Works Administrator.

Grant Actions of the Seventy-ninth Congress

The Seventy-ninth Congress passed several major pieces of grant-in-aid legislation, and its committees considered a great many more. In addition, Congress gave much attention to bills proposing systems of equalization ("variable") grants and, though rejecting most of the far-reaching proposals for change in existing formulas, it enacted the first grant-in-aid law to spell out in detail an equalization formula (the School Lunch

Act). Equalization formulas are "variable" in that allocation and matching vary directly with need and inversely with fiscal ability.

New grant legislation in 1945 for agricultural extension work, like the Bankhead-Jones Act of 1935, substituted farm population for the old rural population base for the allocation of the great bulk of the new funds. A smaller sum of $500,000, however, is distributed on an entirely new set of factors: the allocation is based on "special needs due to population characteristics, area in relation to farm population, or other special problems," as determined by the Secretary of Agriculture. Not more than 10 percent of the sum shall be allotted to any one State for any 1 year. These discretionary allotments must be matched by an equal amount of State funds, while those based on farm population need not be matched.

The Federal Airport Act, to provide Federal aid for the development of public airports, extended grants to a new function. This program has much in common with that for highway aid, particularly with regard to financial arrangements. The act authorizes $500 million for a 7-year program; of each annual appropriation, 75 percent of the amount available for grants for projects within States must be apportioned among the States—one-half according to population and one-half according to area. These amounts are available to pay the Federal share of approved projects, which shall be 50 percent of the allowable costs for class 3 or smaller airports and such portion, not exceeding 50 percent, as the Administrator of Civil Aeronautics may deem appropriate for class 4 or larger airports. The remaining 25 percent of the annual sum available for grants constitutes a discretionary fund that may be used to pay the Federal share in approved projects that the Administrator finds appropriate for carrying out the national airport plan, regardless of the States in which they are located. These moneys may also be used to pay the Federal share for projects in national parks and recreation areas, national monuments, and national forests. The Federal share for projects in Alaska shall be not less than 50 percent for class 3 or smaller airports and not more than 75 percent in any case. There is also a public land provision similar to that in the highway program. Specifically, the maximum Federal share may be increased by whichever is smaller: (1) 25 percent, or (2) a percentage equal to one-half the percentage that the area of unappropriated and unreserved public lands and nontaxable Indian lands, where they exceed 5 percent of the area of the State, is of its total area.

The National School Lunch Act, passed toward the end of the second session of the Seventy-ninth Congress, contains an equalization (variable grant) formula in that the distribution of Federal funds varies directly with a State's need for the program and inversely with the ability of a State and its localities to finance the program. Furthermore, in the States that have per capita incomes below the national average, the required rate of non-Federal matching of Federal funds also varies directly with State fiscal ability.

Specifically, the funds available for grants are apportioned among the States in the proportion that each State's index of need is of the total of such indexes. The index of need for each State is determined by multiplying the State's population aged 5 through 17 by the ratio of per capita income in the United States to per capita income in that State. Thus, the smaller the per capita income of the State the greater the weight applied to the school-age population.

The matching requirement in this act is another example of a "ratchet" provision, designed progressively to lessen the relative Federal share in the total program over the years. From 1947 through 1950, every Federal dollar must be matched by $1 from sources within the State; from 1951 through 1955, by $1.50; and thereafter, by $3. The matching required for a State whose per capita income is below that of the United States average is decreased by the percent by which the State per capita income falls below the average.

As a result of the combined operation of the allotment formula and variable matching, the total funds per child from all sources will be progressively greater among successively lower-income States, if all States match in full their Federal allotments. Furthermore, for States below the national average in per capita income, the relative Federal share in the total program is progressively greater among successively lower-income States.

In July 1946 the Public Health Service Act was further amended by the inclusion of a section establishing grants for improvement of mental health through research relating to psychiatric disorders. Incorporated in the grant provision of the basic act is an additional $10 million, making $30 million authorized annually to be allocated according to population, the mental health problem and other special health problems in the respective States, and financial need.

The Labor Department-Federal Security Agency Appropriation Act for the fiscal year 1947 provided for the return to State control, on November 15, 1946, of the public employment offices and all their facilities, which the States had transferred to the Federal Government on January 1, 1942, to promote the national war effort. The appropriation act suspended State matching of the Federal grants until July 1, 1948, when the State matching requirements of the Wagner-Peyser Act are to be effective again. The legislation also provided that payments to States may be in amounts necessary for the "proper and efficient administration" of public employment offices. The current basis used for these grants are estimates of work loads, time factors, and personal services.

The Vocational Education Act of 1946 increased considerably the grants and minimum allotments authorized by the George-Deen Act in 1936 for vocational education in agricultural, home economics, trade and industrial, and distributive occupations subjects. The farm, rural, nonfarm, and total population, respectively, were factors as in the previous act, except that for apportionment and matching bases, the fifth category—the preparation of teachers of vocational subjects—was dropped as a separate item, and the grants of funds for the other four categories were liberalized to include this function.

The Social Security Act Amendments of 1946 temporarily changed the basis for reimbursement of State expenditures for old-age assistance, aid to dependent children, and aid to the blind. For the needy aged and the blind, the Federal Government will, from October 1, 1946, through December 31, 1947, reimburse the States for their expenditures (excluding all amounts in excess of $45 a month to any individual) to the amount of two-thirds of the first $15 of the average payment in the State, multiplied by the number of recipients in the State, plus one-half the remaining amount, as well as one-half the total sums spent for the proper and efficient administration of the State plan. For aid to dependent children (up to a maximum of $24 a month for the first child and $15 for each subsequent child in the same home), Federal aid during those 5 quarters will equal two-thirds of the first $9 of the average payment multiplied by the number of dependent children, plus one-half the remainder, as well as one-half the administrative expenditures.

The House Ways and Means Committee had initially reported out a bill with equalization, or variable, Federal matching percentages but then reversed itself and reported out another bill that merely raised the Federal maximums while retaining 50–50 matching; the House approved this bill. The Senate accepted the report of its Finance Committee and amended the bill to include variable grants as originally reported to the House, but the conference committee compromised the differences by reporting out the fractional formula, in the form just outlined, which both Houses accepted during the closing days of the session.

This act also amended title V of the Social Security Act by increasing substantially the grants authorized for the three maternal and child health and welfare programs administered by the Children's Bureau. Most of the increase was in unmatched funds.

Among the last of the grant-in-aid programs approved by the President for the session was that for hospital surveys and construction. The purpose of the act, which added a new title to the Public Health Service Act, is to enable States to make an inventory of existing hospital facilities, survey the need for hospitals and health centers, develop programs for construction, and finally, to assist the States in financing construction of hospitals based on such programs over a 5-year period, fiscal years 1947 through 1951. State-by-State allotments for the making of surveys and plans are in proportion to population, and within its allotment each State may receive one-third of its expenditures for this purpose.

The formula for the allocation of the construction grants is related to per capita income. Allocations are made on a variable basis, intended to reflect the differences both in State income and in the State's need for new hospital construction. The allotment to which each State is entitled is determined by multiplying its population by the square of its allotment percentage. The allotment percentage for any State, in turn, "shall be 100 per centum less that percentage which bears the same ratio to 50 per centum as the per capita income of such State bears to the per capita income of the continental United States (excluding Alaska), except that (1) the allotment percentage shall in no case be more than 75 per centum or less than 33⅓ per centum, and (2) the allotment percentage for Alaska and Hawaii shall be 50 per centum each, and the allotment percentage for Puerto Rico shall be 75 per centum."[6] Each State's allotment is the proportion of the total to be allotted that its weighted population is of the sum of the weighted populations. The effect of this formula is to increase Federal grants, relatively, as State per capita income declines.

As passed originally by the Senate, S. 191 (the Hospital Survey and Construction Act) would have varied the Federal-State matching percentages in exactly the same way as the allotment percentages. In its final form, the matching provision requires $2 from each State for every $1 of Federal aid. This ratio results in progressively larger total funds per capita in the States as their relative per capita income declines, but it also requires a far greater effort on the part of the lower-income States to match

[6] This is the same formula, except for the limits imposed, as that for matching percentages for public health and maternal and child health and welfare grants in the Wagner-Murray-Dingell bills of the 79th Congress.

Table 2.—*Estimated amount of grants by major allocation bases and matching requirements, fiscal year 1946–47* [1]

[Amounts in millions]

Basis of allocation	Total		No matching required	Matching required
	Amount	Percentage distribution		
Total	$1,237	100	$212	$1,024
Total, fixed ratio matching [2]				951
Total, matching varied according to fiscal ability [3]				73
State-local expenditures [4]	606	49		606
Population	186	15	30	156
Total	82	7	9	73
General [5]	95	8	21	74
Special [6]	8	1	.1	8
Area and mileage [7]	146	11	7	139
Cost of service	130	12	125	5
"Need" and fiscal ability [8]	88	7	9	79
Discretion	41	3	23	18
Special problems [9]	25	2	6	19
Equal shares	15	1	12	4

[1] Based on estimated obligations for 1946–47 shown in the *Budget of the United States Government for the Fiscal Year Ending June 30, 1948.*

[2] Includes all matching which treats all States on a par with one another.

[3] Matching ratio varies with the States' relative fiscal ability.

[4] Matching of these expenditures within certain maximum limits.

[5] Urban, rural, farm, nonfarm population, or other census category.

[6] Population aided; for example, number of blind in public institutions for their education, number of soldiers and sailors in State homes for disabled veterans, etc.

[7] Mileage includes rural delivery, Federal-aid highway, railroad mileage.

[8] Allocation varies with a population measure and with State fiscal ability.

[9] For example, special health problems.

their Federal allotments. The allocation provision will tend to equalize hospital facilities, but the matching provision prevents equalization of State tax effort for the program.

The last Federal aid act approved in 1946 was for agricultural research, especially in marketing and distribution. Title I of the act provides for grants to State agricultural experiment stations. Of the funds authorized, 20 percent is to be divided equally among the States and Territories, 52 percent is to be allocated one-half according to rural population and one-half according to farm population, and 25 percent constitutes a regional research fund from which the Secretary of Agriculture may make discretionary grants when two or more States have embarked on a cooperative program. The remaining 3 percent goes to the Office of Experiment Stations of the U. S. Department of Agriculture to meet the cost of administering the act. The States must match dollar for dollar all grants but those from the regional fund.

Despite the fact that the variable grants proposed for education, health, and welfare were not enacted (except those for school lunches), the Seventy-ninth Congress gave more consideration and support to the equalization principle than had ever been given before.

The Eightieth Congress in its first session took no grant-in-aid action other than to extend the public assistance financing amendments of 1946 through June 30, 1950. Serious consideration was given, however, to a bill for Federal aid to education, a bill for grants to States for the medically needy, and a bill for school health services.

A summary of the relative dollar importance of the various allocation and matching formulas being used today is shown in table 2. About 50 percent of all grants are distributed among States in relation to State and local expenditures. Another large share is allocated according to measures of need, such as population, area, mileage, and the cost of furnishing the aided services. Only a small part of total grants, about 7 percent, is allocated with some consideration of relative State fiscal ability.

For every $1 of Federal aid that does not entail State and local matching, roughly $5 does require such matching. Of the matched grants, only one, that for school lunches, varies the ratio of State to Federal funds with the States' relative ability to raise these funds.

The present allocation among States of many grants has been criticized on the ground of inequity—inequity of service level and inequity of tax burdens called for by matching requirements. Moreover, in many programs the current manner of distribution is uneconomical in that need is often not met where it is found. Total grants for all programs today vary substantially among the States, but not directly with need and not inversely with ability. On these counts and because of the lack of uniformity in financial provisions among related Federal aid programs, serious reconsideration of the entire problem of Federal grants to States would seem to be necessary.

Social Security Legislation in 1947*

No COMPREHENSIVE CHANGES in the social security program were enacted by the Eightieth Congress in its first session. Several measures affecting the operation of the program, however, were passed in the closing days of the session.

Social Security Act Amendments of 1947

Probably the most far-reaching of these measures was the Social Security Act Amendments of 1947 (Public, No. 379), signed by President Truman on August 6. These amendments freeze for 2 more years the contribution rate under the Federal Insurance Contributions Act at 1 percent each for employers and employees and raise the rate to 1½ percent for 1950 and 1951 and to 2 percent for 1952 and thereafter. In addition, Public Law No. 379 continues until June 30, 1950, the temporary increase in Federal grants to the States for the needy aged and blind and for dependent children, provided through December 1947 under the 1946 amendments to the Social Security Act.[1] It also extends through December 31, 1949, the authorization—which would otherwise have terminated June 30, 1947—for congressional appropriation to a special Federal unemployment account of the amounts by which the tax receipts from employers subject to the Federal Unemployment Tax Act exceed the costs of administering the State unemployment insurance laws. This account had been set up in 1944 under the War Mobilization and Reconversion Act to provide a fund from which the States could borrow for unemployment insurance payments when a State's own fund for that purpose became dangerously low.[2]

In reporting the amendments, both the Senate Finance Committee and the House Committee on Ways and Means stressed the fact that immediate action was necessary both to forestall the scheduled increase in the Federal insurance contributions rate to 2½ percent—an aggregate of 5 percent—on January 1, 1948, and to continue the public assistance and unemployment insurance provisions.

The House of Representatives would have limited the rate under the Federal Insurance Contributions Act to 2 percent from 1957 on; it also proposed to make permanent the provisions respecting the Federal unemployment account, originally devised as an emergency measure to facilitate liberalization of State benefit provisions in preparation for the reconversion period. While the Ways and Means Committee reported (H. Rept. 594) "no immediate danger to the solvency of any State unemployment insurance reserve," it pointed out that "not all States can be sure they will be free of financial difficulties in the future. The 51 separate State reserves vary widely in their adequacy to meet the demands of mass unem-

*Prepared in the Office of the Commissioner, Division of Publications and Review.

[1] See the *Bulletin*, September 1946.

[2] See the *Bulletin*, October 1944.

ployment." Thus the unemployment insurance program, the Committee concluded, would be "greatly strengthened by the inclusion of a permanent loan feature."

The Senate held, however, that no permanent changes in the social security system should be enacted at this time. Various proposals had been made, the Senate Finance Committee reported (S. Rept. 477), "for extending the coverage of the social security program, changing the benefits, providing insurance protection with respect to permanent disability, and revising the social security program in other respects. Your Committee believes that since all of these matters are intimately connected with the costs and methods of financing the program, they should be considered simultaneously."

Both Houses of Congress were agreed on the necessity of continuing through June 30, 1950, the present provisions for increased Federal financial participation in the three State-Federal assistance programs. The Senate report pointed out that the increased Federal participation has raised the level of public assistance in all parts of the country but that, as the States require some time to make fundamental changes in their programs, "the full effects of the 1946 amendments can be ascertained only after they have been in effect for a longer period." It was therefore the consensus that extension of the provisions until June 30, 1950, "will afford opportunity to appraise the operation of the revised matching formulas . . . and also opportunity for concurrent consideration of recommended revisions of the public assistance titles of the Social Security Act."

A conference between the two Houses resulted in compromises on the tax provisions and on the length of time that the special Federal unemployment account would be continued.

Voluntary Contributions

Public Law No. 266, signed by President Truman on July 24, amends the Federal Unemployment Tax Act. The legislation accomplishes two purposes: it substitutes a statutory provision for the present administrative interpretation with respect to the payment of voluntary contributions to State unemployment insurance funds; and it specifies the period within which these contributions may be paid.

The Federal Unemployment Tax Act specifies certain criteria that experience-rating provisions of State laws must observe if they are to be certified by the Federal Security Administrator as meeting Federal requirements for the allowance of additional credit against the tax which the act imposes. Generally, States are free under the Federal act to vary the rate of an employer's contribution under State unemployment insurance laws in accordance with his employment experience, and the employer may credit the amount of his rate reduction, as well as his actual contribution under the State law, against his tax under the Federal act up to an aggregate maximum of 90 percent of the Federal tax.[3]

Twelve State laws make provision for voluntary contributions by employers, such contributions to be allowed as offsets against benefits charged to the employers' respective accounts. The effect of such offsets is to better the experience of the employers and to entitle them to lower rates of contribution. Though the Federal Unemployment Tax Act contains no provision specifically authorizing the use of voluntary contributions in the computation of contribution rates, such use has been recognized administratively. The Social Security Administration has also considered the question of the period within which voluntary contributions must be paid in order to be used for rate determination purposes and had taken the position that such contributions may be used for rate determination purposes if they are paid before the first due date for required contributions for the new rate period.

In April of this year, Minnesota amended its unemployment insurance law to permit the use of voluntary contributions paid on or before June 30, 1947, or within 60 days thereafter, in the determination of rates for the years 1946 and 1947. The contributions were not to exceed the greater of $300 or 0.1 percent of the employer's annual pay roll. The Commissioner for Social Security withheld approval of this amendment on the ground that under the Federal Unemployment Tax Act he did not have authority to approve a State provision that permitted payments to be made after the first due date for required contributions for the new rate period.

As enacted, Public Law No. 266 expressly permits the use of voluntary contributions in the computation of reduced rates of required contributions. It also provides that, with respect to rate years beginning in 1948 or thereafter, voluntary contributions paid within 120 days after the beginning of the year for which such rates are effective may be used in computing the reduced rate of contribution. The amendment made by the law, with respect to rate years beginning in 1946 or 1947, also permits the use of voluntary contributions for rate determination purposes if paid at any time before January 1, 1948, thereby permitting the certification of the Minnesota law.

Senate Study of Social Security

The Senate, implementing its conviction that a study of the social security program as a whole is necessary before the enactment of permanent legislation, passed a resolution (S. Res. 141) on July 23 authorizing an expenditure of $25,000 for that purpose. The resolution calls for a "full and complete investigation of old-age and survivors insurance and all other aspects of the existing social security program, particularly in respect to coverage, benefits, and taxes, related thereto . . ." A similar resolution had been adopted by the Senate at the close of the Seventy-ninth Congress.

Exemption of Earnings, Old-Age Assistance

Under Public Law No. 131, signed by the President on July 30, certain aged recipients of assistance may continue until July 1, 1949, to work for wages either on a farm or in caring for the sick without having such

[3] For an analysis of the types of experience-rating systems, see Rachel S. Gallagher, "State Differences in Unemployment Compensation Employer Taxes," *Social Security Bulletin*, October 1945.

wages jeopardize their assistance payment. As a wartime measure to increase the supply of agricultural workers and persons in the nursing service, the States were permitted under temporary legislation first enacted in 1943 to disregard earnings from agricultural labor in determining the need of certain old-age assistance recipients who were on the assistance rolls as of July 1943; a similar provision allowing the exemption of earnings as a nurse was included in the 1945 deficiency appropriation act. Both exemptions were due to expire July 1, 1947.

Exclusion of News Vendors Vetoed

A fourth bill (H. R. 3997) was vetoed by the President on August 6. The proposed legislation would have excluded from coverage under old-age and survivors insurance and the Federal Unemployment Tax Act services performed by newspaper and magazine vendors. The 1939 amendments had excluded "service performed by an individual under the age of 18 in the delivery of newspapers or shopping news, not including delivery or distribution to any point for subsequent delivery or distribution." The proposed legislation would have extended the exclusion to the services of an individual, of any age, in making sales of newspapers or magazines directly to the consumer at an established price, if the individual vendor's basic compensation "is the excess of such established price over the amount at which the newspapers or magazines are charged to him."

In *National Labor Relations Board* v. *Hearst Publications, Incorporated,* the Supreme Court in April 1944 held that such vendors making street sales at established spots and working full time for Hearst and other publishers in Los Angeles were employees of the newspapers for purposes of the National Labor Relations Act. On January 2, 1947, the District Court of the United States for the Northern District of California, Southern Division, in *Hearst Publications, Incorporated* v. *United States* and *The Chronicle Publishing Company* v. *United States,* held that such vendors engaged by the publishers to sell newspapers at particular street locations in San Francisco were employees of the publishers for Federal employment tax purposes.

The Committee on Ways and Means, in reporting out the bill (H. Rept. 733), expressed the conviction that "the method of handling the retail sale of newspapers in many of our larger cities is peculiar, and your Committee does not believe that such services should be covered under the social security system where the basic method of compensation is that described."

Exclusion of these employees would have removed social security protection, the President said in explaining his veto, from men engaged in full-time jobs and with families, men "exposed to the same risks of loss of income from old age, premature death, or unemployment as are factory hands or day laborers." The measure, he stated, proceeds in "a direction which is exactly opposed to the one our Nation should pursue. It restricts and narrows coverage, while our object should be to enlarge that coverage."

Mr. Truman answered the argument that publishers have difficulty keeping records and collecting the required contributions by pointing out that their situation does not differ from that of "many other employers of outside salesmen or, indeed, employers of other kinds of labor." The legislation would, he said, "invite other employers to seek exemptions wherever they can allege that the law is inconvenient or difficult for them to comply with. It would establish a precedent for special exemption and the exclusion of one group would lead to efforts to remove social security protection from workers in other activities. Demands for further special legislation would be inevitable. We must not open our social security structure to piecemeal attack and to slow undermining. We must, instead, devote our energies to expanding that system."

Insurance Payments to Survivors of the Texas City Disaster

By Robert J. Myers*

On April 16 a ship lying in the harbor just off Texas City, Texas, exploded. The flames spread to the city, and the resulting holocaust not only caused vast property damage but took the lives of about 575 persons. Many of the victims carried some type of private life insurance. More than half had sufficient wage credits under the Federal program of old-age and survivors insurance to ensure some protection to their survivors. In addition, many insurance claims were paid to injured persons under various forms of accident and health insurance and under workmen's compensation. This report summarizes briefly the insurance benefits, under both private insurance and old-age and survivors insurance, arising from loss of life in this disaster.

Private Insurance

The claims payable by all private insurance companies are estimated at a face value of between $3 million and $4 million for ordinary, industrial, and group insurance combined. The group insurance policies include both group life insurance and group accidental death and dismemberment insurance, which is a form of accident and health insurance. Workmen's compensation death benefits, included here because the insurance was carried with private insurance companies, will total more than $1 million in present, or discounted, value. Although the claims involved many companies with individual, ordinary, and industrial life insurance policies, three companies had particularly heavy losses under group insurance cases.

The Metropolitan Life Insurance Company (New York) had group life and accidental death and dismemberment contracts with the Monsanto Chemical Company, which was the hardest hit of any large industrial plant in Texas City, and as a result had about 120 death claims. These

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J. L. PIERCE
McCOMB

F. F. PARSONS, CHAIRMAN
COLUMBUS

MRS. CLYDE WILLIAMS
CARTHAGE

MISSISSIPPI
UNEMPLOYMENT COMPENSATION COMMISSION

C. B. CAMERON, EXECUTIVE DIRECTOR

UNEMPLOYMENT COMPENSATION
DIVISION

MISSISSIPPI STATE EMPLOYMENT SERVICE
AFFILIATED WITH THE
UNITED STATES EMPLOYMENT SERVICE

ADDRESS ALL COMMUNICATIONS TO
THE COMMISSION, P. O. BOX 1699

JACKSON, MISSISSIPPI

October 15, 1947

RECEIVED
OCT 17 1947
Southern Regional Council

Mr. Guy B. Johnson
Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N.E.
Atlanta,3, Georgia

Dear Mr. Johnson:

We are enclosing "Summary Statement of Local Office Activities in Mississippi" for September, 1947.

Very truly yours,

MISSISSIPPI UNEMPLOYMENT COMPENSATION COMMISSION
C. B. Cameron, Executive Director

By: P. L. Rainwater
P. L. Rainwater, Chief
Research and Information Division

Enclosure

MISSISSIPPI UNEMPLOYMENT COMPENSATION COMMISSION
State Employment Service
Research & Statistics Division

Summary Statement of Local Office
Activities in Mississippi
September, 1947

During September 108,677 persons contacted the 34 local State Employment Service Offices in Mississippi in order to apply for work, file claims for Unemployment Compensation, or Servicemen's Readjustment allowance benefits, or to obtain job information. The number of persons contacting SES offices during August shows a decrease of 19,266 from August.

During September the 34 local SES offices referred 15,435 applicants to non-agricultural job openings, resulting in 9,493 placements.

Local SES offices in Mississippi during September took 63,478 claims for unemployment compensation and Servicemen's Readjustment Allowances. Of these 21,262 were unemployment compensation claims and 42,216 for Servicemen's Readjustment Allowances filed by World War II veterans. The decrease in total claims from August was 16,570 or 20.7%. U. C. claims showed a decrease of 3,771 or 15.1%. The decrease in S.R.A. claims was 12,799, or 23.2%.

During September 2,837 veteran placements were made, of which 264 or 9.3% were handicapped.

For the month of September, the State summary of placements showed that 2,864 veterans were placed in non-agricultural jobs. This figure included 27 order-holding office clearance placements. Of the total number of veterans placed during September 848, or 29.6%, were placed in manufacturing industries, chiefly in lumber and wood products, transportation equipment, paper and allied products, food and kindred products; and chemicals and allied products; 998 veterans or 34.8% were placed in contract construction; 390 or 13.6% in wholesale and retail trade; 181 or 6.3% in service industries; 230 or 8.0% in other public utilities; and 148 or 5.2% were placed in governmental establishments.

During September SES offices in the State reported the following breakdown of veteran placements by major occupational groups: 66% unskilled jobs; 11.0% in semi-skilled jobs; 10.5% in skilled jobs; 6.0% in service occupations; 4.8% in clerical and sales; and 1.7% in professional and managerial jobs.

MISSISSIPPI STATE EMPLOYMENT SERVICE
MONTHLY REPORT OF INDIVIDUAL LOCAL OFFICE ACTIVITIES

	STATE		ABERDEEN		BILOXI		BROOKHAVEN		CENTREVILLE		CLARKSDALE		COLUMBIA		COLUMBUS		CORINTH	
	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.
NUMBER OF ITINERANT POINTS	75	—	3	—	0	—	2	—	3	—	2	—	1	—	3	—	3	—
NUMBER OF ES FULL-TIME PERSONNEL	360	—	8	—	11	—	9	—	4	—	7	—	8	—	13	—	9	—
RECEPTION CONTACTS	108677	57881	1803	1063	6238	2364	3258	1699	874	699	1660	1219	3991	1582	3619	1545	4398	2728
NEW APPLICATIONS FOR WORK - TOTAL	7975	2568	94	29	655	148	230	96	14	12	46	20	331	86	236	79	233	130
HANDICAPPED WORKERS	366	186	4	2	4	3	17	11	5	3	4	0	15	8	21	13	14	11
APPLICANT INTERVIEWS, N.E.C	20159	9164	80	52	1725	419	305	145	50	39	76	37	292	66	319	141	380	169
WITH PREVIOUSLY REGISTERED APPLICANTS	16681	7802	79	50	1701	380	245	145	30	29	33	21	122	55	273	115	210	132
SKELETON APPL. - SRA SELF-EMPLOYED CLAIMANTS	—	45	—	0	—	1	—	0	—	0	—	5	—	0	—	1	—	2
LOCAL REFERRALS - TOTAL	15467	5093	222	89	1897	131	365	160	86	63	101	45	378	79	638	183	121	55
NONAGRICULTURAL	15435	5075	222	89	1897	131	365	160	86	63	101	45	378	79	638	183	119	53
HANDICAPPED WORKERS	749	511	1	1	12	8	29	22	7	5	6	2	6	5	50	29	6	4
ON-JOB-TRAINING	—	135	—	0	—	0	—	0	—	0	—	2	—	0	—	2	—	0
APPLICANT-HOLDING OFFICE REFERRALS - TOTAL	139	54	5	3	0	0	8	3	1	1	0	0	7	1	0	0	0	0
NONAGRICULTURAL	139	54	5	3	0	0	8	3	1	1	0	0	7	1	0	0	0	0
LOCAL PLACEMENTS - TOTAL	9505	2841	90	20	1166	73	226	48	40	27	61	25	265	45	423	130	70	26
NONAGRICULTURAL	9493	2837	90	20	1166	73	226	48	40	27	61	25	265	45	423	130	68	24
HANDICAPPED WORKERS	392	264	1	1	5	4	11	7	7	5	4	2	3	2	14	7	6	4
ON-JOB-TRAINING	—	78	—	0	—	0	—	0	—	0	—	0	—	0	—	3	—	0
ORDER-HOLDING OFFICE PLACEMENTS - TOTAL	86	27	0	0	0	0	1	- 0	0	0	0	0	4	2	0	0	0	0
NONAGRICULTURAL	86	27	0	0	0	0	1	0	0	0	0	0	4	2	0	0	0	0
INTRA-STATE, INTER-AREA	84	—	0	—	0	—	0	—	0	—	0	—	4	—	0	—	0	—
INTER-STATE, INTER-AREA	2	—	0	—	0	—	1	—	0	—	0	—	0	—	0	—	0	—
APPL.-HOLDING OFFICE ACCEPTANCES - TOTAL	98	35	0	0	0	0	8	2	0	0	0	0	1	0	0	0	0	0
NONAGRICULTURAL	98	35	0	0	0	0	8	2	0	0	0	0	1	0	0	0	0	0
INTER-AREA	81	—	0	—	0	—	8	—	0	—	0	—	0	—	0	—	0	—
COUNSELING INTERVIEWS - TOTAL	1868	1095	43	23	39	26	58	44	12	11	12	6	65	31	74	40	63	46
HANDICAPPED WORKERS	863	527	9	6	9	5	13	9	1	1	4	1	23	10	55	29	27	22
INITIAL	917	501	38	22	32	23	45	31	11	10	11	5	45	19	40	19	21	16
HANDICAPPED WORKERS	394	219	6	5	9	5	13	9	1	1	4	1	14	8	27	14	11	8
EMPLOYER VISITS - TOTAL	5858	—	100	—	89	—	135	—	54	—	45	—	210	—	173	—	164	—
NUMBER OF DIFFERENT EMPLOYERS VISITED	3792	—	69	—	67	—	68	—	47	—	34	—	64	—	78	—	143	—
ACTIVE APPLICATIONS ON FILE - TOTAL	22902	10477	592	274	1227	534	690	339	115	99	88	47	1011	302	1281	488	1075	620
HANDICAPPED WORKERS	—	1572	—	34	—	76	—	55	—	14	—	1	—	35	—	97	—	87
OPENINGS UNFILLED - BEGINNING OF MONTH	3671	—	26	—	1352	—	20	—	27	—	55	—	271	—	103	—	19	—
OPENINGS RECEIVED DURING MONTH	11805	—	178	—	239	—	304	—	88	—	252	—	439	—	649	—	117	—
OPENINGS UNFILLED - END OF MONTH	3375	—	46	—	31	—	16	—	58	—	195	—	30	—	184	—	44	—
CLAIMS TAKEN - TOTAL (U.C. & S.R.A.)	63478	42216	1530	938	1872	1038	2163	1327	639	579	1074	1016	2141	1077	2569	1608	3510	2487
U.C. CLAIMS - INITIAL	2113	—	70	—	94	—	63	—	6	—	4	—	122	—	96	—	97	—
U.C. CLAIMS - WAITING PERIOD & COMPENSABLE	19149	—	522	—	740	—	773	—	54	—	54	—	942	—	865	—	926	—
S.R.A. CLAIMS - UNEMPLOYED - INITIAL	—	2195	—	63	—	119	—	66	—	23	—	11	—	69	—	97	—	129
S.R.A. CLAIMS - UNEMPLOYED - CONTINUED	—	24433	—	407	—	907	—	904	—	352	—	75	—	637	—	983	—	1691
S.R.A. CLAIMS - SELF-EMPLOYED - INITIAL	—	94	—	1	—	2	—	0	—	0	—	5	—	0	—	17	—	7
S.R.A. CLAIMS - SELF-EMPLOYED - CONTINUED	—	15494	—	467	—	10	—	357	—	204	—	925	—	371	—	511	—	660
STATUS & CONTRIBUTION CONTACTS	1753	—	66	—	70	—	107	—	73	—	45	—	43	—	71	—	50	—
CLAIMS INVESTIGATION CONTACTS	1400	—	36	—	36	—	51	—	33	—	64	—	65	—	46	—	21	—

MISSISSIPPI STATE EMPLOYMENT SERVICE
MONTHLY REPORT OF INDIVIDUAL LOCAL OFFICE ACTIVITIES

SEPTEMBER 1947

	GREENVILLE		GREENWOOD		GRENADA		GULFPORT		HATTIESBURG		HAZLEHURST		INDIANOLA		JACKSON		KOSCIUSKO	
	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.
NUMBER OF ITINERANT POINTS	3	—	2	—	3	—	3	—	6	—	0	—	2	—	2	—	1	—
NUMBER OF ES FULL-TIME PERSONNEL	15	—	11	—	13	—	16	—	19	—	5	—	5	—	33	—	8	—
RECEPTION CONTACTS	4077	2578	2267	1171	3894	2005	4650	2016	7296	3785	1144	625	1070	774	7025	3736	2794	1810
NEW APPLICATIONS FOR WORK - TOTAL	250	84	104	20	212	28	693	224	260	95	53	16	25	10	660	196	178	81
HANDICAPPED WORKERS	6	4	8	3	21	11	12	7	30	15	4	2	2	1	31	6	9	4
APPLICANT INTERVIEWS, N.E.C.	340	189	141	62	553	268	1390	537	1739	847	68	32	40	23	1829	963	303	152
WITH PREVIOUSLY REGISTERED APPLICANTS	286	168	82	44	383	191	1182	461	1312	690	21	15	26	14	1572	845	265	145
SKELETON APPL.-SRA SELF-EMPLOYED CLAIMANTS	—	4	—	0	—	3	—	0	—	2	—	0	—	2	—	0	—	2
LOCAL REFERRALS - TOTAL	779	365	398	126	435	139	992	328	769	254	107	45	99	58	1630	588	201	93
NONAGRICULTURAL	779	365	398	126	435	139	992	328	769	254	107	45	80	44	1630	588	201	93
HANDICAPPED WORKERS	85	69	22	17	24	7	51	42	35	25	6	3	2	2	47	29	6	5
ON-JOB-TRAINING	—	12	—	4	—	0	—	7	—	3	—	0	—	2	—	8	—	0
APPLICANT-HOLDING OFFICE REFERRALS - TOTAL	0	0	4	1	0	0	3	1	4	1	0	0	0	0	3	1	2	2
NONAGRICULTURAL	0	0	4	1	0	0	3	1	4	1	0	0	0	0	3	1	2	2
LOCAL PLACEMENTS - TOTAL	364	148	228	56	313	94	617	179	417	160	60	18	58	28	1050	383	129	57
NONAGRICULTURAL	364	148	228	56	313	94	617	179	417	160	60	18	58	28	1050	383	129	57
HANDICAPPED WORKERS	37	31	9	5	19	5	24	22	27	20	2	1	2	1	30	22	4	3
ON-JOB-TRAINING	—	2	—	1	—	0	—	5	—	1	—	0	—	2	—	6	—	0
ORDER-HOLDING OFFICE PLACEMENTS - TOTAL	3	0	0	0	46	12	0	0	0	0	0	0	1	1	13	6	0	0
NONAGRICULTURAL	3	0	0	0	46	12	0	0	0	0	0	0	1	1	13	6	0	0
INTRA-STATE, INTER-AREA	3	—	0	—	46	—	0	—	0	—	0	—	1	—	13	—	0	—
INTER-STATE, INTER-AREA	0	—	0	—	0	—	0	—	0	—	0	—	0	—	0	—	0	—
APPLICANT-HOLDING OFFICE ACCEPTANCES - TOTAL	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	0	1	1
NONAGRICULTURAL	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	0	1	1
INTER-AREA	0	—	0	—	0	—	0	—	0	—	0	—	0	—	1	—	0	—
COUNSELING INTERVIEWS - TOTAL	71	57	30	24	59	31	108	40	168	117	27	19	6	3	128	65	22	19
HANDICAPPED WORKERS	58	48	25	23	41	23	20	9	87	55	4	2	5	3	52	17	5	5
INITIAL	16	12	5	4	22	9	77	24	79	61	10	6	3	1	66	21	17	15
HANDICAPPED WORKERS	12	9	5	4	19	6	16	6	56	39	4	2	2	1	29	8	2	2
EMPLOYER VISITS - TOTAL	204	—	405	—	367	—	223	—	364	—	42	—	78	—	478	—	126	—
NUMBER OF DIFFERENT EMPLOYERS VISITED	147	—	365	—	93	—	140	—	216	—	30	—	63	—	396	—	96	—
ACTIVE APPLICATIONS ON FILE - TOTAL	680	333	300	108	722	334	1422	614	1779	979	170	58	77	38	1657	762	335	140
HANDICAPPED WORKERS	—	55	—	19	—	79	—	72	—	192	—	8	—	7	—	103	—	15
OPENINGS UNFILLED - BEGINNING OF MONTH	149	—	62	—	29	—	106	—	84	—	5	—	14	—	306	—	11	—
OPENINGS RECEIVED DURING MONTH	646	—	423	—	451	—	863	—	563	—	157	—	86	—	1215	—	131	—
OPENINGS UNFILLED - END OF MONTH	362	—	149	—	30	—	88	—	168	—	50	—	30	—	420	—	13	—
CLAIMS TAKEN - TOTAL (U.C. & S.R.A.)	2298	1891	1279	877	1788	1319	2397	1616	4420	2784	734	433	716	688	3776	2423	1125	886
U.C. CLAIMS - INITIAL	39	—	89	—	57	—	141	—	156	—	20	—	3	—	171	—	33	—
U.C. CLAIMS - WAITING PERIOD & COMPENSABLE	368	—	313	—	412	—	640	—	1480	—	281	—	25	—	1182	—	206	—
S.R.A. CLAIMS - UNEMPLOYED - INITIAL	—	71	—	28	—	62	—	151	—	225	—	25	—	8	—	199	—	27
S.R.A. CLAIMS - UNEMPLOYED - CONTINUED	—	840	—	152	—	808	—	1411	—	2302	—	293	—	89	—	1406	—	333
S.R.A. CLAIMS - SELF-EMPLOYED - INITIAL	—	11	—	0	—	3	—	0	—	2	—	13	—	2	—	0	—	4
S.R.A. CLAIMS - SELF-EMPLOYED - CONTINUED	—	969	—	697	—	446	—	54	—	255	—	102	—	589	—	818	—	522
STATUS AND CONTRIBUTION CONTACTS	77	—	59	—	84	—	47	—	116	—	31	—	22	—	81	—	24	—
CLAIMS INVESTIGATION CONTACTS	112	—	26	—	54	—	30	—	106	—	20	—	12	—	42	—	28	—

MISSISSIPPI STATE EMPLOYMENT SERVICE
MONTHLY REPORT OF INDIVIDUAL LOCAL OFFICE ACTIVITIES

	Laurel		Lexington		Louisville		Magee		McComb		Meridian		Natchez		New Albany		Newton	
	Total	Vet.	Total	Vet.	Total	Vet.	Total	Vet.	Total	Vet.	Total	Vet.	Total	Vet.	Total	Vet.	Total	Vet.
Number of itinerant points	2	—	3	—	2	—	3	—	2	—	4	—	1	—	2	—	3	—
Number of ES full-time personnel	20	—	4	—	10	—	8	—	12	—	17	—	10	—	6	—	8	—
Reception contacts	5298	2835	940	704	2364	1539	3214	1874	3782	1376	7889	4568	2222	1273	2102	1141	2506	1610
New applications for work – total	456	140	55	17	140	41	231	57	288	127	522	193	169	89	56	21	461	122
Handicapped workers	24	15	4	0	9	4	16	10	12	5	22	14	8	4	1	1	8	0
Applicant interviews, N.E.C.	2316	1028	39	23	257	156	350	203	795	256	914	527	626	309	176	91	420	276
With previously registered applicants	2105	928	25	15	191	125	266	150	651	224	613	372	449	248	95	63	382	260
Skeleton appl.-SRA self-employed claimants	—	3	—	2	—	0	—	0	—	2	—	5	—	0	—	1	—	2
Local referrals – total	924	306	120	39	403	94	161	59	499	217	672	290	266	129	88	42	260	146
Nonagricultural	924	306	119	38	403	94	161	59	499	217	672	290	266	129	88	42	260	146
Handicapped workers	54	40	5	2	19	8	16	6	26	21	33	27	14	9	1	1	35	11
On-job-training	—	7	—	2	—	2	—	3	—	46	—	6	—	1	—	10	—	7
Applicant-holding office referrals – total	3	1	0	0	9	7	16	8	2	0	9	4	0	0	1	0	6	3
Nonagricultural	3	1	0	0	9	7	16	8	2	0	9	4	0	0	1	0	6	3
Local placements – total	610	190	93	23	232	54	115	37	280	116	306	116	188	91	42	19	169	84
Nonagricultural	610	190	92	22	232	54	115	37	280	116	306	116	188	91	42	19	169	84
Handicapped workers	37	26	4	1	8	2	11	1	11	9	9	5	5	4	1	1	12	5
On-job-training	—	0	—	1	—	1	—	3	—	40	—	2	—	1	—	2	—	2
Order-holding office placements – total	1	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0
Nonagricultural	1	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0
Intra-State, inter-area	1	—	0	—	1	—	1	—	0	—	0	—	0	—	0	—	0	—
Inter-State, inter-area	0	—	0	—	0	—	0	—	0	—	1	—	0	—	0	—	0	—
Applicant-holding office acceptances – total	3	1	0	0	4	3	12	6	1	0	9	6	0	0	1	0	2	0
Nonagricultural	3	1	0	0	4	3	12	6	1	0	9	6	0	0	1	0	2	0
Inter-area	3	—	0	—	4	—	12	—	0	—	0	—	0	—	1	—	2	—
Counseling interviews – total	112	68	10	6	37	31	37	10	135	77	64	45	81	41	11	9	30	26
Handicapped workers	70	42	2	1	12	8	5	4	31	18	31	17	22	16	11	9	12	11
Initial	43	18	8	5	12	11	35	8	63	38	42	32	23	21	5	3	17	14
Handicapped workers	38	17	1	0	4	3	4	2	10	5	20	11	11	9	5	3	5	4
Employer visits – total	426	—	63	—	144	—	83	—	184	—	175	—	154	—	82	—	93	—
Number of different employers visited	187	—	31	—	143	—	39	—	116	—	152	—	66	—	39	—	43	—
Active applications on file – total	1342	621	210	102	198	125	728	203	693	217	1611	991	549	306	409	179	665	239
Handicapped workers	—	104	—	20	—	35	—	38	—	26	—	103	—	52	—	16	—	21
Openings unfilled – beginning of month	159	—	49	—	57	—	62	—	92	—	106	—	14	—	11	—	50	—
Openings received during month	724	—	76	—	392	—	102	—	318	—	483	—	193	—	41	—	270	—
Openings unfilled – end of month	155	—	32	—	65	—	48	—	91	—	184	—	15	—	12	—	146	—
Claims taken – total (U.C. & S.R.A.)	3608	2353	559	491	1220	1049	1496	1001	2478	873	4783	3130	1316	933	1845	1045	1579	1274
U.C. claims – initial	146	—	9	—	21	—	38	—	67	—	126	—	53	—	46	—	32	—
U.C. claims – waiting period & compensable	1109	—	59	—	150	—	457	—	1538	—	1527	—	330	—	754	—	275	—
S.R.A. claims – unemployed – initial	—	142	—	9	—	37	—	43	—	37	—	44	—	71	—	36	—	61
S.R.A. claims – unemployed – continued	—	1649	—	180	—	456	—	384	—	421	—	2522	—	765	—	443	—	650
S.R.A. claims – self-employed – initial	—	3	—	2	—	0	—	2	—	2	—	5	—	0	—	1	—	2
S.R.A. claims – self-employed – continued	—	559	—	300	—	556	—	572	—	413	—	559	—	97	—	565	—	561
Status and contribution contacts	61	—	15	—	49	—	25	—	75	—	87	—	54	—	17	—	23	—
Claims investigation contacts	93	—	5	—	17	—	55	—	66	—	55	—	16	—	20	—	20	—

MISSISSIPPI STATE EMPLOYMENT SERVICE
MONTHLY REPORT OF INDIVIDUAL LOCAL OFFICE ACTIVITIES

	OXFORD		PASCAGOULA		PICAYUNE		SARDIS		TUPELO		VICKSBURG		WINONA		YAZOO CITY	
	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.
NUMBER OF ITINERANT POINTS	3	—	1	—	1	—	2	—	2	—	3	—	1	—	1	—
NUMBER OF ES FULL-TIME PERSONNEL	6	—	13	—	4	—	6	—	16	—	13	—	6	—	7	—
RECEPTION CONTACTS	1621	1113	3650	1442	1969	803	1296	1136	3445	2008	2949	1080	1070	631	2300	1349
NEW APPLICATIONS FOR WORK - TOTAL	32	15	404	142	169	63	21	13	283	66	191	36	37	14	186	58
HANDICAPPED WORKERS	0	0	11	10	6	2	0	0	15	6	7	2	5	2	11	7
APPLICANT INTERVIEWS, N.E.C.	580	462	716	312	300	145	147	111	1198	581	1456	424	35	33	204	91
WITH PREVIOUSLY REGISTERED APPLICANTS	548	447	507	218	276	139	8	8	1099	569	1442	421	33	32	169	83
SKELETON APPL.-SRA SELF-EMPLOYED CLAIMANTS	—	4	—	0	—	0	—	0	—	1	—	2	—	1	—	0
LOCAL REFERRALS - TOTAL	46	32	547	212	155	73	57	32	854	242	692	188	68	24	437	167
NONAGRICULTURAL	46	32	547	212	155	73	57	32	848	241	692	188	68	24	433	167
HANDICAPPED WORKERS	0	0	12	12	2	2	0	0	70	53	45	27	5	2	17	15
ON-JOB-TRAINING	—	0	—	1	—	0	—	0	—	2	—	3	—	1	—	4
APPLICANT-HOLDING OFFICE REFERRALS - TOTAL	29	7	0	0	2	1	16	4	2	0	1	0	5	4	1	1
NONAGRICULTURAL	29	7	0	0	2	1	16	4	2	0	1	0	5	4	1	1
LOCAL PLACEMENTS - TOTAL	19	9	431	155	91	37	43	18	560	132	364	112	45	14	340	117
NONAGRICULTURAL	19	9	431	155	91	37	43	18	555	131	364	112	45	14	336	117
HANDICAPPED WORKERS	0	0	11	11	2	2	0	0	35	29	23	12	4	2	14	12
ON-JOB-TRAINING	—	0	—	1	—	0	—	0	—	0	—	1	—	1	—	3
ORDER-HOLDING OFFICE PLACEMENTS - TOTAL	1	1	13	4	0	0	0	0	0	0	0	0	0	0	0	0
NONAGRICULTURAL	1	1	13	4	0	0	0	0	0	0	0	0	0	0	0	0
INTRA-STATE, INTER-AREA	1	—	13	—	0	—	0	—	0	—	0	—	0	—	0	—
INTER-STATE, INTER-AREA	0	—	0	—	0	—	0	—	0	—	0	—	0	—	0	—
APPLICANT-HOLDING OFFICE ACCEPTANCES - TOTAL	29	7	0	0	1	0	16	4	1	0	1	1	3	2	1	1
NONAGRICULTURAL	29	7	0	0	1	0	16	4	1	0	1	1	3	2	1	1
INTER-AREA	29	—	0	—	1	—	16	—	1	—	1	—	1	—	1	—
COUNSELING INTERVIEWS - TOTAL	6	4	45	23	6	4	2	2	164	89	91	21	11	6	41	31
HANDICAPPED WORKERS	6	4	24	17	4	3	0	0	81	59	76	21	10	6	28	23
INITIAL	1	1	37	15	5	3	1	1	56	22	14	2	5	2	14	7
HANDICAPPED WORKERS	1	1	17	10	4	3	0	0	21	12	9	2	3	2	11	7
EMPLOYER VISITS - TOTAL	52	—	159	—	46	—	147	—	301	—	168	—	174	—	150	—
NUMBER OF DIFFERENT EMPLOYERS VISITED	33	—	109	—	33	—	137	—	193	—	81	—	164	—	110	—
ACTIVE APPLICATIONS ON FILE - TOTAL	163	111	709	280	446	198	92	71	1283	531	279	84	117	67	187	91
HANDICAPPED WORKERS	—	2	—	43	—	18	—	0	—	104	—	24	—	10	—	7
OPENINGS UNFILLED - BEGINNING OF MONTH	7	—	140	—	39	—	19	—	61	—	155	—	8	—	3	—
OPENINGS RECEIVED DURING MONTH	55	—	459	—	75	—	117	—	674	—	517	—	78	—	430	—
OPENINGS UNFILLED - END OF MONTH	39	—	79	—	18	—	93	—	166	—	243	—	16	—	59	—
CLAIMS TAKEN - TOTAL (U.C. AND S.R.A.)	1126	984	1601	772	1562	703	864	796	2523	1820	1365	652	707	624	813	729
U.C. CLAIMS - INITIAL	20	—	103	—	39	—	13	—	70	—	51	—	12	—	6	—
U.C. CLAIMS - WAITING PERIOD & COMPENSABLE	122	—	726	—	820	—	55	—	633	—	662	—	71	—	78	—
S.R.A. CLAIMS - UNEMPLOYED - INITIAL	—	33	—	89	—	52	—	28	—	70	—	23	—	24	—	23
S.R.A. CLAIMS - UNEMPLOYED - CONTINUED	—	411	—	634	—	602	—	170	—	968	—	193	—	246	—	149
S.R.A. CLAIMS - SELF-EMPLOYED - INITIAL	—	4	—	1	—	0	—	1	—	1	—	2	—	1	—	0
S.R.A. CLAIMS - SELF-EMPLOYED - CONTINUED	—	536	—	48	—	49	—	597	—	781	—	434	—	353	—	557
STATUS AND CONTRIBUTION CONTACTS	16	—	89	—	6	—	22	—	55	—	43	—	10	—	40	—
CLAIMS INVESTIGATION CONTACTS	15	—	67	—	27	—	20	—	56	—	27	—	14	—	45	—

SRC Projects — Social Sec.

J. L. PIERCE
McCOMB

F. F. PARSONS, CHAIRMAN
COLUMBUS

MRS. CLYDE WILLIAMS
CARTHAGE

MISSISSIPPI
UNEMPLOYMENT COMPENSATION COMMISSION

C. B. CAMERON, EXECUTIVE DIRECTOR

UNEMPLOYMENT COMPENSATION DIVISION

MISSISSIPPI STATE EMPLOYMENT SERVICE
AFFILIATED WITH THE
UNITED STATES EMPLOYMENT SERVICE

ADDRESS ALL COMMUNICATIONS TO
THE COMMISSION, P. O. BOX 1699

JACKSON, MISSISSIPPI

December 15, 1947

RECEIVED
DEC 18 1947
Southern Regional Council

Mr. Guy B. Johnson
Executive Director
Southern Regional Council, Inc.
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Johnson:

We are attaching copy of "Summary Statement of Local Office Activities in Mississippi" for November, 1947.

Very truly yours,

MISSISSIPPI UNEMPLOYMENT COMPENSATION COMMISSION
C. B. Cameron, Executive Director

By: P. L. Rainwater
P. L. Rainwater, Chief
Research and Information Division

Attachment

MISSISSIPPI UNEMPLOYMENT COMPENSATION COMMISSION
State Employment Service
Research & Statistics Division

Summary Statement of Local Office
Activities in Mississippi
November, 1947

During November 86,329 persons contacted the 34 local State Employment Service Offices in Mississippi in order to apply for work, file claims for Unemployment Compensation, or Servicemen's Readjustment allowance benefits, or to obtain job information. The number of persons contacting SES offices during November shows a decrease of 6,384 from October.

During November the 34 local SES offices referred 10,913 applicants to non-agricultural job openings, resulting in 6,567 placements.

Local SES offices in Mississippi during November took 38,786 claims for unemployment compensation and Servicemen's Readjustment Allowances. Of these 15,298 were unemployment compensation claims and 23,488 for Servicemen's Readjustment Allowances filed by World War II veterans. The decrease in total claims from October was 8,341 or 17.7%. U. C. claims showed a decrease of 2,923 or 16.0%. The decrease in S.R.A. claims was 5,418 or 18.7%.

During November 1,942 veteran placements were made, of which 158 or 8.1% were handicapped.

For the month of November, the State summary of placements showed that 1,958 veterans were placed in non-agricultural jobs. This figure included 16 order-holding office clearance placements. Of the total number of veterans placed during November, 550 or 28.1% were placed in manufacturing industries, chiefly in lumber and wood products, transportation equipment, food and kindred products; and chemicals and allied products; 691 veterans or 35.3% were placed in contract construction; 262 or 13.4% in wholesale and retail trade; 167 or 8.5% in service industries; 90 or 4.6% in other public utilities; and 132 or 6.7% were placed in governmental establishments.

During November SES offices in the State reported the following breakdown of veteran placements by major occupational groups: 66.3% unskilled jobs; 13.0% in semi-skilled jobs; 64% in skilled jobs; 6.6% in service occupations; 6.1% in clerical and sales; and 1.6% in professional and managerial jobs.

MISSISSIPPI STATE EMPLOYMENT SERVICE

MONTHLY REPORT OF INDIVIDUAL LOCAL OFFICE ACTIVITIES

NOVEMBER 1947

	STATE		ABERDEEN		BILOXI		BROOKHAVEN		CENTREVILLE		CLARKSDALE		COLUMBIA		COLUMBUS		CORINTH	
	TOTAL	VET	TOTAL	VET.	TOTAL	VET	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.
NUMBER OF ITINERANT POINTS	76	-	3	-	0	-	2	-	3	-	2	-	1	-	3	-	3	-
NUMBER OF ES FULL-TIME PERSONNEL	359	-	9	-	12	-	10	-	4	-	7	-	8	-	13	-	10	-
RECEPTION CONTACTS	86329	42743	1140	633	2953	1106	1980	1093	438	372	1381	1027	1860	767	3559	1426	3486	2173
NEW APPLICATIONS FOR WORK-TOTAL	8444	2925	58	25	503	162	212	124	19	12	84	32	244	74	324	103	273	113
HANDICAPPED WORKERS	403	233	7	4	15	7	16	13	4	1	5	1	20	13	15	8	18	7
APPLICANT INTERVIEWS, N.E.C.	16339	7483	103	45	1118	418	189	113	100	67	91	47	324	129	435	194	357	150
WITH PREVIOUSLY REGISTERED APPLICANTS	13361	6249	97	45	1014	388	154	106	60	45	17	10	247	126	392	170	209	127
SKELETON APPL-SRA SELF-EMPLOYED CLAIMANTS	-	64	-	2	-	0	-	1	-	0	-	1	-	6	-	0	-	1
LOCAL REFERRALS - TOTAL	10943	3336	132	40	629	179	71	24	49	19	133	63	221	49	572	141	104	44
NONAGRICULTURAL	10913	3324	132	40	629	179	71	24	49	19	133	63	221	49	572	141	103	44
HANDICAPPED WORKERS	486	316	16	7	15	12	2	1	3	3	1	1	5	5	36	17	5	3
ON-JOB-TRAINING	-	79	-	0	-	0	-	0	-	0	-	0	-	0	-	3	-	4
APPLICANT-HOLDING OFFICE REFERRALS-TOTAL	167	109	3	2	0	0	0	0	0	0	1	1	5	2	0	0	4	1
NONAGRICULTURAL	167	109	3	2	0	0	0	0	0	0	1	1	5	2	0	0	4	1
LOCAL PLACEMENTS - TOTAL	6584	1951	96	25	294	84	61	17	38	17	42	20	142	34	406	90	66	18
NONAGRICULTURAL	6567	1942	96	25	294	84	61	17	38	17	42	20	142	34	406	90	65	18
HANDICAPPED WORKERS	250	158	6	3	5	5	2	1	2	2	0	0	3	3	18	9	5	3
ON-JOB-TRAINING	-	46	-	0	-	0	-	0	-	0	-	4	-	0	-	1	-	0
ORDER-HOLDING OFFICE PLACEMENTS-TOTAL	26	16	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
NONAGRICULTURAL	26	16	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
INTRA-STATE, INTER-AREA	26	-	0	-	0	-	0	-	0	-	0	-	0	-	1	-	0	-
INTER-STATE, INTER-AREA	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
APPL.-HOLDING OFFICE ACCEPTANCES-TOTAL	50	29	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
NONAGRICULTURAL	50	29	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
INTER-AREA	40	-	0	-	0	-	0	-	1	-	0	-	0	-	0	-	0	-
COUNSELING INTERVIEWS - TOTAL	1528	862	28	17	68	30	38	33	7	7	3	2	64	26	60	32	51	24
HANDICAPPED WORKERS	725	400	7	5	15	10	9	7	1	1	1	1	17	11	46	14	25	13
INITIAL	825	418	26	15	61	29	29	25	6	6	1	1	48	13	37	20	29	13
HANDICAPPED WORKERS	342	180	5	3	13	10	9	7	1	1	1	1	10	6	26	13	19	10
EMPLOYER VISITS - TOTAL	4108	-	28	-	211	-	82	-	56	-	75	-	177	-	83	-	131	-
NUMBER DIFFERENT EMPLOYERS VISITED	2735	-	15	-	186	-	47	-	48	-	44	-	61	-	50	-	129	-
ACTIVE APPLICATIONS ON FILE - TOTAL	22250	9467	380	195	1547	616	601	308	178	142	104	46	617	200	1091	411	1130	559
HANDICAPPED WORKERS	-	1438	-	31	-	89	-	55	-	25	-	5	-	26	-	84	-	71
OPENINGS UNFILLED - BEGINNING OF MONTH	2519	-	49	-	128	-	5	-	59	-	142	-	12	-	184	-	14	-
OPENINGS RECEIVED DURING MONTH	7218	-	86	-	370	-	72	-	41	-	55	-	250	-	441	-	80	-
OPENINGS UNFILLED - END OF MONTH	1448	-	14	-	43	-	7	-	27	-	9	-	33	-	92	-	16	-
CLAIMS TAKEN - TOTAL (U.C. & S.R.A.)	38786	23488	769	453	1354	654	1215	779	343	302	231	203	1056	624	1804	1065	2724	1844
U.C.CLAIMS - INITIAL	2697	-	41	-	61	-	64	-	10	-	4	-	64	-	85	-	114	-
U.C.CLAIMS - WAITING PERIOD & COMPENSABLE	12601	-	275	-	639	-	372	-	31	-	24	-	368	-	654	-	766	-
S.R.A. CLAIMS - UNEMPLOYED - INITIAL	-	3014	-	64	-	136	-	110	-	48	-	12	-	50	-	128	-	110
S.R.A. CLAIMS - UNEMPLOYED - CONTINUED	-	13546	-	228	-	510	-	484	-	194	-	15	-	317	-	675	-	1417
S.R.A. SELF-EMPLOYED - INITIAL	-	136	-	2	-	2	-	1	-	0	-	1	-	6	-	19	-	13
S.R.A. SELF-EMPLOYED - CONTINUED	-	6792	-	159	-	6	-	184	-	60	-	175	-	251	-	243	-	304

MISSISSIPPI STATE EMPLOYMENT SERVICE

MONTHLY REPORT OF INDIVIDUAL LOCAL OFFICE ACTIVITIES

NOVEMBER 1947

	GREENVILLE		GREENWOOD		GRENADA		GULFPORT		HATTIESBURG		HAZLEHURST		INDIANOLA		JACKSON		KOSCIUSKO	
	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.
NUMBER OF ITINERANT POINTS	3	-	2	-	3	-	3	-	6	-	0	-	2	-	2	-	1	-
NUMBER OF ES FULL-TIME PERSONNEL	15	-	11	-	13	-	17	-	18	-	5	-	5	-	32	-	8	-
RECEPTION CONTACTS	3910	1838	2441	1070	2647	1238	5820	1848	4762	2604	855	429	894	580	5828	3078	2721	1792
NEW APPLICATIONS FOR WORK-TOTAL	397	118	254	78	173	33	654	243	381	159	86	35	73	20	789	265	182	62
HANDICAPPED WORKERS	13	9	6	5	3	3	15	13	23	16	2	1	1	1	32	17	10	2
APPLICANT INTERVIEWS, N.E.C.	319	143	382	174	583	236	1315	512	269	129	36	27	22	16	1656	665	249	145
WITH PREVIOUSLY REGISTERED APPLICANTS	291	120	309	148	453	196	1128	439	196	101	19	16	10	8	1357	573	177	135
SKELETON APPL.-SRA SELF-EMPLOYED CLAIMANTS	-	0	-	0	-	0	-	0	-	3	-	22	-	2	-	3	-	6
LOCAL REFERRALS - TOTAL	554	216	349	89	176	51	761	232	518	253	65	32	86	43	1545	409	102	25
NONAGRICULTURAL	551	216	347	88	176	51	761	232	518	253	65	32	86	43	1545	409	102	25
HANDICAPPED WORKERS	55	44	13	9	7	4	32	27	32	24	2	1	2	2	23	14	1	0
ON-JOB-TRAINING	-	1	-	5	-	0	-	3	-	4	-	0	-	4	-	17	-	0
APPLICANT HOLDING OFFICE REFERRALS-TOTAL	4	4	4	3	0	0	4	4	10	5	3	3	0	0	44	33	4	4
NONAGRICULTURAL	4	4	4	3	0	0	4	4	10	5	3	3	0	0	44	33	4	4
LOCAL PLACEMENTS - TOTAL	271	98	210	62	152	45	366	114	369	184	48	16	44	17	926	247	97	23
NONAGRICULTURAL	268	97	210	62	152	45	366	114	369	184	48	16	44	17	926	247	97	23
HANDICAPPED WORKERS	25	20	5	3	5	2	15	13	15	7	1	1	1	1	13	8	0	0
ON-JOB-TRAINING	-	1	-	1	-	0	-	1	-	2	-	0	-	1	-	14	-	0
ORDER-HOLDING OFFICE PLACEMENT - TOTAL	1	1	0	0	12	6	1	1	0	0	0	0	0	0	4	3	1	1
NONAGRICULTURAL	1	1	0	0	12	6	1	1	0	0	0	0	0	0	4	3	1	1
INTRA-STATE, INTER-AREA	1	-	0	-	12	-	1	-	0	-	0	-	0	-	4	-	0	-
INTER-STATE, INTER-AREA	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
APPL. HOLDING OFFICE ACCEPTANCES-TOTAL	2	2	1	1	0	0	1	1	3	2	0	0	0	0	13	8	0	0
NONAGRICULTURAL	2	2	1	1	0	0	1	1	3	2	0	0	0	0	13	8	0	0
INTER-AREA	2	-	0	-	0	-	1	-	0	-	0	-	0	-	13	-	0	-
COUNSELING INTERVIEWS - TOTAL	30	15	20	16	32	13	107	56	149	80	18	14	3	3	158	87	33	18
HANDICAPPED WORKERS	14	10	14	12	24	11	30	20	73	35	2	1	2	2	53	18	5	0
INITIAL	15	7	9	7	14	6	65	27	91	50	9	7	0	0	69	29	27	15
HANDICAPPED WORKERS	7	5	6	5	11	6	13	7	41	21	1	0	0	0	24	9	3	0
EMPLOYER VISITS - TOTAL	103	-	108	-	148	-	134	-	370	-	33	-	73	-	324	-	92	-
NUMBER OF DIFFERENT EMPLOYERS VISITED	80	-	56	-	63	-	89	-	240	-	22	-	48	-	244	-	63	-
ACTIVE APPLICATIONS ON FILE - TOTAL	807	349	543	269	811	357	1332	532	1408	734	169	73	127	62	1457	611	450	154
HANDICAPPED WORKERS	-	62	-	17	-	63	-	57	-	212	-	9	-	4	-	70	-	10
OPENINGS UNFILLED-BEGINNING OF MONTH	219	-	106	-	3	-	77	-	59	-	41	-	35	-	288	-	37	-
OPENINGS RECEIVED DURING MONTH	290	-	159	-	172	-	388	-	447	-	44	-	50	-	882	-	90	-
OPENINGS UNFILLED - END OF MONTH	60	-	35	-	2	-	63	-	78	-	22	-	11	-	151	-	28	-
CLAIMS TAKEN - TOTAL (U.C. & S.R.A.)	1330	980	630	412	826	446	2244	1228	2342	1441	390	190	365	343	2280	1256	719	425
U.C. CLAIMS - INITIAL	101	-	33	-	107	-	231	-	181	-	50	-	4	-	237	-	63	-
U.C. CLAIMS-WAITING PERIOD & COMPENSABLE	249	-	185	-	273	-	785	-	720	-	150	-	18	-	787	-	231	-
S.R.A. CLAIMS - UNEMPLOYED - INITIAL	-	242	-	24	-	90	-	253	-	238	-	41	-	20	-	208	-	64
S.R.A. CLAIMS - UNEMPLOYED - CONTINUED	-	290	-	45	-	180	-	924	-	1035	-	94	-	40	-	717	-	158
S.R.A. CLAIMS - SELF-EMPLOYED - INITIAL	-	16	-	10	-	0	-	2	-	4	-	22	-	2	-	3	-	3
S.R.A. CLAIMS - SELF-EMPLOYED - CONTINUED	-	432	-	333	-	176	-	49	-	164	-	33	-	281	-	328	-	200

MISSISSIPPI STATE EMPLOYMENT SERVICE

MONTHLY REPORT OF INDIVIDUAL LOCAL OFFICE ACTIVITIES

NOVEMBER 1947

	LAUREL		LEXINGTON		LOUISVILLE		MAGEE		McCOMB		MERIDIAN		NATCHEZ		NEW ALBANY		NEWTON	
	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET	TOTAL	VET.
NUMBER OF ITINERANT POINTS	2	-	3	-	2	-	4	-	2	-	4	-	1	-	2	-	3	-
NUMBER OF ES FULL-TIME PERSONNEL	20	-	4	-	10	-	8	-	12	-	17	-	10	-	6	-	7	-
RECEPTION CONTACTS	4215	2003	666	410	1726	956	2903	1547	2728	973	5556	2862	1683	853	1464	672	2221	1058
NEW APPLICATIONS FOR WORK - TOTAL	447	125	53	30	213	59	211	78	286	120	445	180	196	81	115	52	214	74
HANDICAPPED WORKERS	39	17	4	3	14	10	15	11	10	7	27	15	14	4	2	1	20	14
APPLICANT INTERVIEWS, N.E.C.	2248	951	46	34	195	130	344	202	484	211	929	456	465	231	136	79	368	228
WITH PREVIOUSLY REGISTERED APPLICANTS	1914	771	33	25	112	76	294	188	435	186	720	372	353	187	73	40	346	197
SKELETON APPL.-SRA SELF-EMPLOYED CLAIMANTS	-	2	-	2	-	1	-	2	-	0	-	2	-	1	-	0	-	0
LOCAL REFERRALS - TOTAL	616	179	74	26	246	42	121	41	523	99	446	180	268	88	227	67	330	80
NONAGRICULTURAL	616	179	74	26	246	42	121	41	513	92	441	178	268	88	227	67	330	80
HANDICAPPED WORKERS	56	35	4	3	8	4	15	3	8	4	38	28	15	10	3	1	8	5
ON-JOB-TRAINING	-	1	-	0	-	2	-	2	-	14	-	5	-	1	-	1	-	7
APPLICANT-HOLDING OFFICE REFERRALS - TOTAL	11	8	0	0	5	3	3	2	1	0	19	12	0	0	0	0	10	3
NONAGRICULTURAL	11	8	0	0	5	3	3	2	1	0	19	12	0	0	0	0	10	3
LOCAL PLACEMENTS - TOTAL	431	157	61	14	172	25	110	38	333	72	210	75	210	67	104	25	181	54
NONAGRICULTURAL	431	157	61	14	172	25	110	38	324	65	208	75	210	67	104	25	181	54
HANDICAPPED WORKERS	32	24	3	2	4	2	12	3	9	5	9	6	12	7	2	1	8	5
ON-JOB-TRAINING	-	0	-	0	-	1	-	1	-	12	-	3	-	0	-	1	-	0
ORDER-HOLDING OFFICE PLACEMENTS - TOTAL	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
NONAGRICULTURAL	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
INTRA-STATE, INTER-AREA	0	-	0	-	2	-	0	-	0	-	0	-	0	-	0	-	0	-
INTER-STATE, INTER-AREA	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
APPLICANT-HOLDING OFFICE PLACEMENTS - TOTAL	1	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	1	1
NONAGRICULTURAL	1	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	1	1
INTER-AREA	1	-	0	-	1	-	0	-	0	-	0	-	0	-	0	-	0	-
COUNSELING INTERVIEWS - TOTAL	128	65	5	5	15	12	26	12	104	60	48	30	37	27	8	7	31	26
HANDICAPPED WORKERS	101	50	1	1	11	8	2	1	27	18	34	22	20	10	8	7	14	14
INITIAL	65	26	4	4	7	6	23	10	30	16	39	22	27	13	2	1	20	17
HANDICAPPED WORKERS	41	11	1	1	5	4	2	1	8	3	26	16	17	8	1	1	8	8
EMPLOYER VISITS-TOTAL	251	-	68	-	134	-	71	-	163	-	125	-	157	-	87	-	97	-
NUMBER OF DIFFERENT EMPLOYERS VISITED	123	-	34	-	134	-	30	-	118	-	102	-	86	-	36	-	69	-
ACTIVE APPLICATIONS ON FILE - TOTAL	1366	604	156	86	201	103	808	156	482	216	1461	771	428	214	345	136	509	146
HANDICAPPED WORKERS	-	112	-	18	-	22	-	31	-	26	-	89	-	10	-	16	-	25
OPENINGS UNFILLED - BEGINNING OF MONTH	231	-	90	-	49	-	29	-	64	-	46	-	17	-	32	-	74	-
OPENINGS RECEIVED DURING MONTH	430	-	45	-	135	-	102	-	389	-	253	-	228	-	124	-	186	-
OPENINGS UNFILLED - END OF MONTH	113	-	74	-	22	-	21	-	83	-	44	-	10	-	26	-	70	-
CLAIMS TAKEN - TOTAL (U.C. AND S.R.A.)	2265	1298	354	282	612	472	985	627	1135	410	2836	1718	842	564	897	491	827	578
U.C. CLAIMS - INITIAL	153	-	20	-	36	-	77	-	93	-	176	-	58	-	66	-	37	-
U.C. CLAIMS - WAITING PERIOD & COMPENSABLE	814	-	52	-	104	-	281	-	632	-	942	-	220	-	340	-	212	-
S.R.A. CLAIMS - UNEMPLOYED - INITIAL	-	174	-	33	-	63	-	71	-	36	-	64	-	78	-	42	-	56
S.R.A. CLAIMS - UNEMPLOYED - CONTINUED	-	820	-	103	-	177	-	235	-	172	-	1327	-	436	-	236	-	327
S.R.A. CLAIMS-SELF-EMPLOYED INITIAL	-	2	-	1	-	0	-	14	-	0	-	2	-	2	-	2	-	0
S.R.A. CLAIMS - SELF-EMPLOYED-CONTINUED	-	302	-	145	-	232	-	307	-	202	-	325	-	48	-	211	-	195

MISSISSIPPI STATE EMPLOYMENT SERVICE

MONTHLY REPORT OF INDIVIDUAL LOCAL OFFICE ACTIVITIES

	OXFORD		PASCAGOULA		PICAYUNE		SARDIS		TUPELO		VICKSBURG		WINONA		YAZOO CITY	
	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.	TOTAL	VET.
NUMBER OF ITINERANT POINTS	3	-	1	-	1	-	2	-	2	-	3	-	1	-	1	-
NUMBER OF ES FULL-TIME PERSONNEL	5	-	12	-	5	-	6	-	15	-	12	-	6	-	7	-
RECEPTION CONTACTS	1351	829	3511	972	2534	806	770	713	2858	1561	2281	869	882	546	2305	1036
NEW APPLICATIONS FOR WORK-TOTAL	45	20	356	126	249	58	47	17	271	79	271	60	60	30	259	78
HANDICAPPED WORKERS	1	0	21	13	1	0	2	0	14	9	5	2	5	5	4	1
APPLICANT INTERVIEWS, N.E.C.	199	129	626	244	327	99	230	178	1002	639	863	306	51	49	278	107
WITH PREVIOUSLY REGISTERED APPLICANTS	161	111	442	175	294	87	26	25	958	625	820	296	49	47	201	88
SKELETON APPL.-SRA SELF-EMPLOYED CLAIMANTS	-	0	-	0	-	3	-	0	-	1	-	1	-	2	-	0
LOCAL REFERRALS - TOTAL	30	18	186	81	310	43	14	8	309	85	761	261	57	24	358	105
NONAGRICULTURAL	30	18	186	81	310	43	14	8	308	84	761	261	57	24	350	104
HANDICAPPED WORKERS	0	0	1	0	3	2	0	0	46	25	23	16	1	0	7	6
ON-JOB-TRAINING	-	0	-	0	-	0	-	0	-	0	-	5	-	0	-	0
APPLICANT-HOLDING OFFICE REFERRALS - TOTAL	2	0	6	2	0	0	11	9	1	1	4	2	8	5	0	0
NONAGRICULTURAL	2	0	6	2	0	0	11	9	1	1	4	2	8	5	0	0
LOCAL PLACEMENTS - TOTAL	21	12	142	57	261	27	6	2	187	45	315	108	36	15	174	45
NONAGRICULTURAL	21	12	142	57	261	27	6	2	186	44	315	108	36	15	173	45
HANDICAPPED WORKERS	0	0	0	0	2	1	0	0	22	14	10	4	0	0	4	3
ON-JOB-TRAINING	-	0	-	0	-	0	-	0	-	0	-	3	-	0	-	0
ORDER-HOLDING OFFICE PLACEMENTS - TOTAL	0	0	1	0	1	1	1	1	0	0	1	1	0	0	0	0
NONAGRICULTURAL	0	0	1	0	1	1	1	1	0	0	1	1	0	0	0	0
INTRA-STATE, INTER-AREA	0	-	1	-	1	-	1	-	0	-	1	-	0	-	0	-
INTER-STATE, INTER-AREA	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
APPL. HOLDING OFFICE ACCEPTANCES-TOTAL	2	0	6	2	0	0	11	9	1	1	2	1	1	0	0	0
NONAGRICULTURAL	2	0	6	2	0	0	11	9	1	1	2	1	1	0	0	0
INTER-AREA	2	-	6	-	0	-	11	-	0	-	2	-	1	-	0	-
COUNSELING INTERVIEWS - TOTAL	5	4	25	13	7	5	2	2	92	56	76	32	11	7	39	26
HANDICAPPED WORKERS	3	2	18	10	4	3	2	2	47	32	56	23	7	5	32	21
INITIAL	1	0	19	11	4	3	2	2	28	7	3	2	7	6	8	2
HANDICAPPED WORKERS	1	0	15	10	2	2	2	2	10	3	1	0	5	4	7	2
EMPLOYER VISITS - TOTAL	47	-	140	-	57	-	20	-	175	-	95	-	44	-	149	-
NUMBER OF DIFFERENT EMPLOYERS VISITED	39	-	114	-	32	-	20	-	117	-	57	-	41	-	98	-
ACTIVE APPLICATIONS ON FILE - TOTAL	147	89	993	320	556	152	98	65	995	457	406	123	167	75	381	136
HANDICAPPED WORKERS	-	6	-	43	-	7	-	3	-	101	-	13	-	11	-	15
OPENINGS UNFILLED - BEGINNING OF MONTH	14	-	105	-	30	-	54	-	104	-	93	-	7	-	22	-
OPENINGS RECEIVED DURING MONTH	18	-	181	-	295	-	4	-	218	-	357	-	50	-	286	-
OPENINGS UNFILLED - END OF MONTH	1	-	48	-	47	-	26	-	51	-	110	-	4	-	7	-
CLAIMS TAKEN - TOTAL (U.C. AND S.R.A)	765	591	2296	858	705	432	364	254	1630	1119	661	352	515	408	461	375
U.C. CLAIMS - INITIAL	31	-	215	-	46	-	33	-	109	-	51	-	21	-	25	-
U.C. CLAIMS-WAITING PERIOD & COMPENSABLE	143	-	1223	-	227	-	77	-	402	-	258	-	86	-	61	-
S.R.A. CLAIMS - UNEMPLOYED - INITIAL	-	61	-	135	-	66	-	41	-	125	-	36	-	36	-	59
S.R.A. CLAIMS - UNEMPLOYED - CONTINUED	-	242	-	677	-	334	-	88	-	689	-	104	-	182	-	74
S.R.A. CLAIMS - SELF-EMPLOYED - INITIAL	-	0	-	1	-	3	-	0	-	0	-	1	-	2	-	0
S.R.A. CLAIMS - SELF-EMPLOYED-CONTINUED	-	288	-	45	-	29	-	125	-	305	-	211	-	188	-	242

Proposed Outline of the Social Security Study December, 1947
S. R. C.
M. Price

I INTRODUCTION

I What is "Social Security"?

Aims

Why necessary

II Parts of Social Security Program

Insurance

Assistance

Services

IIINSURANCE PROVISIONS OF PROGRAM

A. Unemployment Compensation

(Designed to help stabilize economy by providing assistance in times of unemployment by enabling worker to build up wage credits while employed)

1. System of federal-state-employer financing

2. Extent to which South participates in unemployment compensation (compare these provisions and figures with average for nation and rest of nation, wherever possible)

Make charts to show how South stacks up

a. eligibility provisions

(1) number weeks benefits hold

(2) number wage credits needed before benefits start

(3) interstate movement provisions

(4) disqualifying provisions--type of work offered, etc.

b. average weekly payment for total unemployment

c. percentage of payments made at state's maximum

d. amounts in state reserve funds

e. percentage of nation's, rest of nation's, and South's industries covered by unemployment conpensation

f. provisions made by southern States for cash payments for temporary disability

3. Shortcomings of unemployment comp. system

a. uncovered industries

b. interstate movements

B. OLD AGE AND SURVIVORS INSURANCE

1. Need for assistance to the aged
   aging of population
   a. percentage population in nation aged 65 and over--also for South and rest of nation--as compared with 1930
   b. industrialization of nation makes care of aged by relatives anachromatic
   c. long range plans for retirement at aged 65 of portion of labor force will help to promote a more stable economy
2. Explanation of insurance features ofassistance to the aged--based on wage credits built up while worker is young, etc; eligibility requirements
3. Workers covered by system
   a. percent of nation's workers now building up wage credits
   b. percent of South's workers now building up wage credits
   c. percent of nations's workers now building up wage credits who live in South compared with percent of all nation's workers living in South
   d. rank of southern states in workers building up wage credits
   e. percentage of nation's and south's workers in uncovered occupations
4. f. Retired workers and dependents now receiving insurance payments
   a. percent of nation's aged (65 and over) now receiving OASI payments
   b. percent of South's aged now receiving OASI payments [Also No. recipients per 1,000 population aged 65 and over]
   c. rank of states (southern) in those receiving OASI payments
   d. average amount of OASI payments--nation, South;(explanation of lower payments in South)
5. Summary and conclusions

III ASSISTANCE PROGRAMS

A.. Background of programs--1930's

B. Aims

4. OLD AGE ASSISTANCE

1. Need for old age assistance to supplement OASI

2. System of federal-state participation

3. Eligibility requirements imposed by southern states help to limit effectiveness of program

4. Recipients of assistance

   a. percent of aged (65 and over) in nation receiving old age assistance

   b. percent of aged in South receiving old age assistance

   c. percent of all those in nation receiving old age assistance who reside in South, as compared to South's share of aged

   d. number recipients and per capita income, by states

5. Comparison of South's participation in OASI and OAA

6. Amount of assistance payments

   a. average payment in nation

   b. average payment in South

   c. average payment, rest of nation (excluding South)

   d. payments by states in relation to number recipients

   e. amount of payment and budgetary needs (mention also medical care)

7. Needs in old age assistance program--summary and conclusion

B. AID TO DEPENDENT CHILDREN

1. Aims of program
2. Eligibility requirements and effectiveness of program in South
3. Importance of program to South
   a. percentage nation's population aged 18 and under
   b. percentage South's population aged 18 and under
   c. percentage of nation's youth living in South- disproportionate
   d. per capita income and percentage of young in South's population
4. Recipients of aid to dependent children in South
   a. percent nation's youth receiving aid to dependent child payments
   b. percent South's youth receiving ADC payments, compared with percent of nation's youth living in South
   c. family recipients of ADC
5. Comparison of Aid to Dependent Children payments in South and Old Age and Survivor's Insurance payments to children
6. Amount of payments
   a. average payment, nation, per child and per family
   b. average payment, South, per child and per family
   c. comparison, by states, of number recipients and avg. payment
   d. amount of payment and budgetary needs
7. Needs in aid to dependent children program - summary and conclusions

C. AID TO THE BLIND

1. Aims of program
2. Eligibility requirements and effectiveness of program in South
3. Estimated blind population, nation and South
4. Recipients of aid to the blind
   a. percent nation's blind population receivng AB payments
   b. percent South's blind population receiving AB payments

5. Amount of payments

a. average payment nation

b. average payment rest of nation

c. budgetary needs and average payment

6. Needs of program - summary and conclusions

IV ~~III~~ FINANCING PUBLIC ASSISTANCE

A. System of federal-state (and in some cases local) financing

B. End result of present system of federal-matching grants,

1. makes no allowance for difference in states' financial resources

2. "Rich" states therefore ordinarily receive larger grants than "poor" states--using average per capita income as basis (rank states by per cap. inc. and avg. payments for assistance)

C. Southern states make greater effort to finance public assistance than does rest of nation.

1. ratio of total state and local operating expenses to state income payments as measure of fiscal effort

2. relate state and local expenditures for special types of public assistance to income payments

D. System proposed by Social Security Agency --variable matching

IV NEEDS IN ~~PUBLIC-ASSISTANCE~~ SOCIAL SECURITY

A. Special federal aid to low income states

B. Elimination or revisionof residence requirements so as to make assistance more equitable

C. Federal funds for general assistance

D. Federal funds for medical care

E. The Negro and social security benefits

V. SUMMARY OF PICTURE IN SOUTH

VI. CONCLUSIONS

INTRODUCTORY PARTS OF REPORT

Brief definition of social security

Necessity of social security

Summary of how it has worked in the South .

Brief statement to effect that social insurance feature of social security do not operate to a proportionate extent in South--~~percent of~~

percent of aged in Nation's population

percent of aged in South

OASI percent of recipients of OASI in Nation and in South

Number of uncovered occupations and percent of southern workers in these occupations

Mention fact that OASI also benefits survivors, including children, which helps South and could help more.

Comparison of payments

Extent of unemployment insurance ~~fun~~ reserves in states

UI Average payments

Conclusions

Public Assistance features have been more pronounced in South than OASI, but South ~~xxx~~ fails to take the fullest advantage of public assistance. Certain revisions need to be made in federal law, but at same time southern states need to revise their laws in order to reap fullest benefit from public assistance.

Summary of eligibility requirements and how southern states stack up.

Summary of maximum payments which federal gov't will match, and how well southern states meet this maximum.

Discussion of each of three types of public assistance--avg. payments; number of recipients; composite rank; public assistance and per capita income; sickness and pub. ass. grants; Negro and pub. ass.

General assistance - South lags

Health and Welfare Services

State programs

QUESTIONS & ANSWERS ON SOCIAL SECURITY

FEDERAL SECURITY AGENCY
Social Security Administration
Washington, D. C.

M. Price

for you and yours

80th Congress
1st Session } SENATE COMMITTEE PRINT

DIGEST OF ISSUES IN SOCIAL SECURITY

A DIGEST OF THE REPORT SUBMITTED IN JANUARY 1946 TO THE COMMITTEE ON WAYS AND MEANS, HOUSE OF REPRESENTATIVES, BY THE TECHNICAL STAFF, ESTABLISHED PURSUANT TO H. RES. 204, 79TH CONGRESS, FIRST SESSION, WITH STATISTICAL REVISIONS AND REFERENCES TO SUBSEQUENT DEVELOPMENTS

Printed for the use of the Committee on Finance

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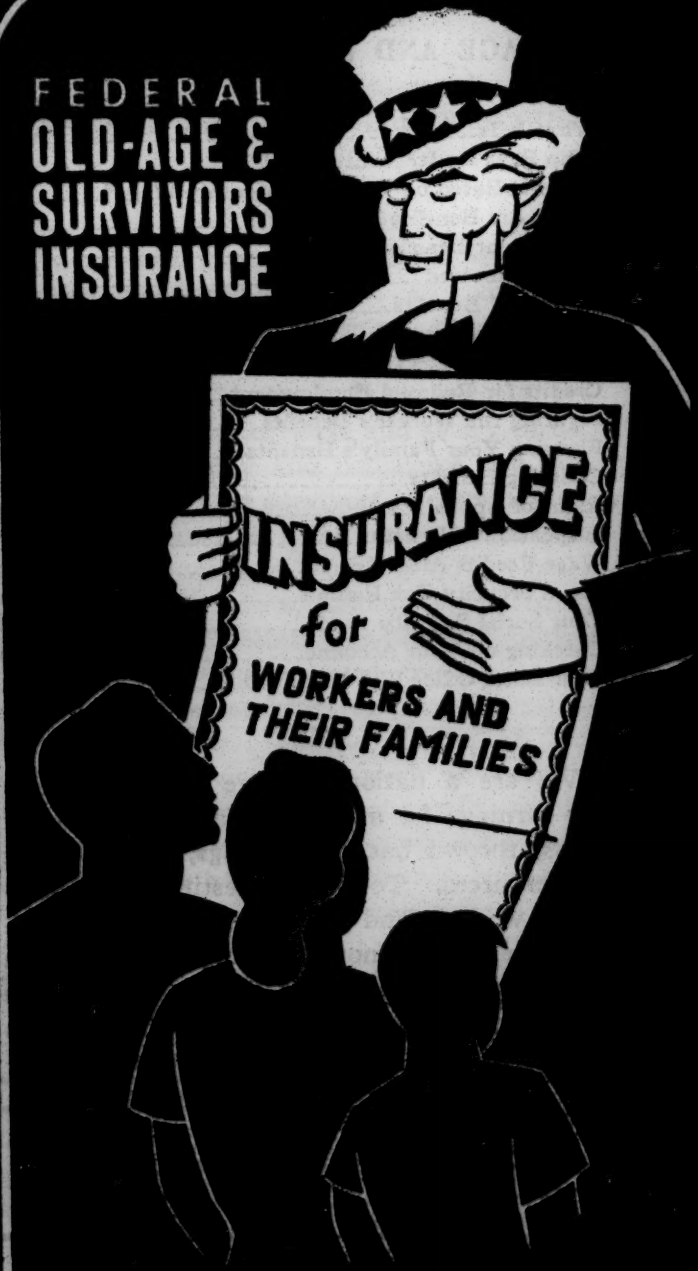
FEDERAL

OLD-AGE & SURVIVORS INSURANCE



FEDERAL SECURITY AGENCY

Social Security Administration

STATEMENT BY
ARTHUR J. ALTMEYER
Commissioner for Social Security
Before Senate Advisory Council on Social Security
on
Recommendations to Improve Provisions of the Social Security Act
for
Public Assistance and Maternal and Child Health and Welfare
March 13, 1948

The Social Security Administration believes that economic conditions at the present time offer an exceptional opportunity to develop a comprehensive program that will provide the basic essentials of social security for all persons in all parts of the Nation. In the stark urgency of the present world situation, the continuing existence of our free competitive economy and the ideals of democracy as an economic system as well as a system of government are facing their most serious challenge. A positive and concerted attack on all areas of insecurity in this country is imperative, in the belief of the Administration, if we are to meet that challenge successfully.

Summary of Recommendations

A Comprehensive Program of Social Security

To accomplish this objective, the Administration believes that our present programs of social insurance should be broadened into a comprehensive basic national system of contributory insurance. With such a system the great majority of all families can maintain their economic independence when they meet with common hazards against which they have little or no individual defense. Even with complete coverage of risks and of population, however, there will always be some groups who will fail to qualify for insurance benefits and other groups who need a variety of services for which they turn to the public welfare

agency. For these there should be comprehensive welfare programs, including public assistance and family and child welfare services. In addition to these provisions for safeguarding family income and family welfare, a comprehensive program of services for children should be developed, since the Nation's progress in coming decades will be shaped and determined by the children of this generation. The Social Security Administration therefore recommends in addition to the establishment of a comprehensive basic national system of contributory social insurance:

A comprehensive program of public welfare, including public assistance and family and child welfare services. Under this program, on a Federal-State basis, payments and services financed from Federal and State funds would be available to any needy person in the United States, irrespective of the reason for need or the place of residence. The Federal financial contribution to such a program should be designed to remove the great disparities now existing in the treatment of various classes of needy persons and to reduce the disparities in different parts of the country. It should also be designed to remove serious present inequities in the relative burdens borne by States and localities in financing public assistance.

The role of public welfare agencies should be strengthened by Federal participation on a State-wide and comprehensive basis in social services for all families and adults and children. Federal grants should be available likewise to assist the States in developing such services to families and individuals—whether self-supporting or not—who turn to the agencies for help in becoming self-supporting, in making use of community resources, and in solving individual problems

in family or community adjustment.

A comprehensive program of health and welfare services for children and research in child life. Such a plan should provide for the progressive development of the full range of physical, mental, and social services of high quality required by mothers and children of this country wherever they live and whatever their income or race. Immediate attention should be given to the provision of programs of health, medical, and dental services for the child of school age--one of the most neglected areas of service. Research and investigation in child life are essential in supporting and guiding the development of these services and enriching our knowledge and understanding of the needs of children. Such research should approach the programs of child life from the point of view of the total child, his growth and development, and his place in society.

Legislative changes that would assist in the achievement of the objectives outlined above include:

Public Assistance and Welfare Services

Special Federal aid to low-income States for assistance, administration, and welfare services to enable States with relatively low economic resources to develop adequate public welfare programs.

As a condition of Federal aid, State apportionment of Federal and State funds among the localities in accordance with their need for funds.

Removal of the Federal maximums limiting Federal participation in individual monthly payments for aid to dependent children and removal or increase of such maximums for old-age assistance and aid

to the blind.

Federal grants to States for general assistance to any needy person, as well as for the three special types of assistance.

Extension of Federal participation in aid to dependent children to include participation in assistance to a parent, relative, or other person who assumes responsibility for the parental care and support of any needy child and who maintains a family home for the child; such payments should be made without regard to the cause of the child's need.

Withholding approval of any State plan under the Social Security Act that contains a residence or citizenship requirement as a condition of eligibility for assistance.

Prohibition, as a condition of Federal grants, of State requirements for transferring title or control of property of an applicant or recipient to the State or locality. This stipulation would not preclude any agency from claiming from the estate of a deceased recipient recovery of the assistance paid.

Federal participation in the costs of medical services made available to needy persons under State public assistance programs and in assistance payments to needy sick persons who reside in public or private medical institutions other than mental hospitals and tuberculosis sanatoria.

Federal financial participation in all types of welfare services administered by the staff of the public welfare agency to help families and individuals become self-supporting, make fuller use of community resources, or solve individual problems in family or community adjustments.

Such services should be available, when requested, to recipients of assistance and to others not needing or requesting financial aid.

Explicit provision in the Federal act that a State, as a condition of plan approval, be required to define the standard of living to be afforded needy persons through assistance and their own resources, if any; to develop standards that will assure equitable treatment of needy persons throughout the State; and to consider, in determining the amount of assistance, only resources actually available to the individual.

Unification of the administration of State public assistance programs at both State and local levels as a condition of Federal grants.

Extension of Federal grants-in-aid for all assistance programs to Puerto Rico and the Virgin Islands.

Children's Services and Research in Child Life

Legislation and appropriations providing for the progressive development of State-wide programs at a rate consistent with availability of personnel and with facilities that meet standards established under State plans, for the purpose of assuring that child health and welfare services will be available as needed for all children in all political subdivisions of each State. Provision of such services without discrimination as to race, creed, nationality, residence, citizenship, or economic status.

Development within the health and welfare programs of measures necessary to assure that children in migrant families will receive the services they need.

Priority of attention to development of programs of health, medical, and dental services for children of school age.

Safeguarding the rights of parents and children to such services by requiring that State plans provide an opportunity for fair hearings before the State agency responsible for the program, whenever a claim for care or services under the plan is denied; and adequate restrictions on the use or disclosure of information concerning persons applying for or receiving such services to purposes directly connected with the administration of such services.

Special provision of financial aid in the training of professional and technical personnel needed in making child health and welfare services available throughout the country.

Effective coordination of the health and welfare services for children with other health and welfare services.

Administration of the maternal and child health and crippled children's services by the same State health agency in each State by the end of a 5-year period.

Appointment by each State agency administering maternal and child health and crippled children's services of a general advisory council providing adequate representation of the public as well as of the professions.

More adequate financial implementation of the basic act of 1912 creating the U. S. Children's Bureau, to enable that Bureau to strengthen and broaden its work as a center of information related to children; to evaluate current research in the physical, biological, and social sciences that pertains to the growth and development, the health and well-being of children and young people; to assist in financing specific research projects by competent research authorities

to fill in recognized gaps in these fields of research; and to undertake research and investigations that deal with the child as a whole or with specific problems that require Nation-wide study or that have Nation-wide significance to State and community health and welfare programs for children or mothers.

Present Provisions for Public Assistance

The Social Security Act now provides Federal grants-in-aid to the States to cover a share of the cost of cash assistance, up to specified maximums, to three groups of needy persons--the aged, the blind, and dependent children. With the aid of these matching Federal funds, 51 jurisdictions including all 48 States, the territories of Alaska and Hawaii, and the District of Columbia are administering Federal-State programs for old-age assistance; fifty jurisdictions provide aid to dependent children; and 47 jurisdictions provide aid to the needy blind. Nevada is the only State which does not participate in the Federal-State program for aid to dependent children and Missouri, Nevada, Pennsylvania and Alaska are the only jurisdictions which do not participate in the Federal-State program for aid to the blind.

For assistance to the aged and the blind the maximum on the amount of individual monthly payments in which the Federal Government will share is $45. In aid to dependent children, the maximum for Federal matching is $24 a month for the first child in a family and $15 for each child in the family beyond the first. The Federal share of old-age assistance and aid to the blind is two-thirds of the first

$15 of the average monthly payment per recipient, plus one-half the remainder within the maximums. Similarly, the Federal share of aid to dependent children in two-thirds of the first $9 of the average monthly payment per child, plus one-half the remainder up to the maximums. States may, and many do, make payments in excess of the Federal matching maximums, but they must pay all the additional amount from State and local funds.

Each State determines for itself who is a "needy" person eligible for assistance under the State law. Each State also determines the amount of assistance to be given to each needy individual.

Title I - Old-Age Assistance

More than 2.3 million persons in the country as a whole, or 219 per 1,000 population aged 65 and over, were receiving old-age assistance in December 1947 under title I of the Social Security Act. In Oklahoma the rate was 581 per 1,000 and in Colorado, Georgia, and Texas the rates were more than 400 per 1,000; on the other hand, in Delaware, the District of Columbia, Maryland, New Jersey, New York, and Virginia, fewer than 100 persons per 1,000 were on the rolls.

Many factors account for the variations among the States in the proportions of their aged populations receiving old-age assistance. One factor is the difference in the relative protection afforded old people under the program of old-age and survivors insurance. In June 1947, aged persons receiving benefits under old-age and survivors insurance outnumbered recipients of old-age assistance in 10 States--Connecticut, Delaware, the District of Columbia, Hawaii, Maryland,

New Hampshire, New Jersey, New York, Pennsylvania, and Rhode Island. On the other hand, in 29 States, many of which are predominantly agricultural, the number of aged beneficiaries of old-age and survivors insurance was less than half the number of recipients of old-age assistance.

Part of the rise in the number of aged recipients in the past year was undoubtedly due to more frequent supplementation of social insurance benefits. An assistance payment may be increased to meet higher living costs, but an insurance benefit once determined usually remains at the same amount for the period of benefit eligibility. As a result of the upward revision in assistance standards that took place in most States when more Federal funds became available following the 1946 amendments, some additional persons receiving inadequate insurance benefits became eligible also for assistance.

In December 1947, the average monthly payment of old-age assistance was $37.42 in the country as a whole. In California, Colorado, Massachusetts and Washington it exceeded $50. In 8 Southern States, however--Alabama, Arkansas, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Virginia--the average remained under $20.

From December 1946 to December 1947, average payments rose in 35 States. In 8 States the increase was $5 or more. In Colorado the average payment increased $43, but this rise was only temporary. Under the Colorado law, State funds for financing old-age assistance are derived from earmarked taxes which must be expended in the year in which they are raised.

In October 1947, some payments in 32 States exceeded $45, the maximum amount subject to Federal participation. Of all individual payments in the Nation, 9 percent were at the Federal maximum and 22 percent were for larger amounts.

Title IV - Aid to Dependent Children

More than a million children in over 400,000 families were receiving aid to dependent children in the United States in December 1947 under title IV of the act. The children on the rolls comprised 24 per 1,000 of the total population under 18 years of age. In Oklahoma the rate was over three times, and in Florida, Missouri, and New Mexico approximately twice, the national rate. On the other hand, in Delaware and New Jersey, both highly industrial States, the rates were less than half that for the United States.

In June 1947 the number of children receiving benefits under old-age and survivors insurance exceeded the number receiving aid to dependent children under State-Federal programs in California, Delaware, New Jersey and Ohio. In contrast, in 24 States the number of child beneficiaries was less than half the number of recipients of aid to dependent children. These data understate the extent to which the insurance program is replacing the assistance program as a major resource for survivor children since fewer than half the children receiving aid to dependent children are orphans. Variations from State to State in the concentration of industrial and commercial workers and hence in the number of children protected under the insurance program account in part for State differences in the proportion of the child population receiving aid to dependent children. On

the other hand, it should be pointed out that the insurance benefits, in the absence of other income, are insufficient to meet minimum needs of child beneficiaries. The increased cost of living since the war's end has made it necessary for a growing number of beneficiary families to apply for supplementary assistance under the aid to dependent children program.

Assistance for dependent children in the country as a whole averaged $63.02 per family in December 1947. In 3 States with high per capita incomes--California, Massachusetts, and New York--the average monthly payment per family was $100 or more. In 4 additional States, payments averaged from $90 to $99 per family. In sharp contrast, Mississippi and South Carolina made payments averaging less than $30 per family, and 10 States had average payments of $30 to $39.

Since the number of children aided per family varies from State to State, average payments per family are not strictly comparable. In December 1947 the number of children assisted per family was 2.5 in the Nation and ranged from 3.0 in the District of Columbia and Hawaii to 2.3 in New York. The average amount of assistance per child reflects more satisfactorily the differences among States in levels of payments.

In December 1947 the average monthly amount of assistance per child was $24.74 in the Nation. State averages ranged from about $45 to only $9. In 16 States the average payment was $30 or more; in 12 States it was under $15.

In 33 States--the average payment per child was higher in December 1946 than in the preceding December. The rise was $3--4 in 6 States, $4--5 in 2 States, and $5 or more in 4 States. The largest increase--more than $13 per child--occurred in Iowa. On the other hand, Delaware's dependent children were getting, on the average, almost $7 less in December 1947 than a year earlier. In 17 States, payments averaged less at the end of 1947 than in December 1946.

Because the maximums limiting Federal participation are so low, 38 States made some payments in October 1947 in larger amounts. Of all payments in the country as a whole, 17 percent were at the Federal maximums and 49 percent were higher. These proportions are far higher than those in old-age assistance and aid to the blind. Payments at the amount of the maximums may be interpreted as representing for the most part assistance frozen at less than the amount of need as determined by the assistance agency.

Title X - Aid to the Blind

In the 47 States operating programs for the needy blind under title X of the Social Security Act, 63,800 persons were receiving aid to the blind in December 1947. In Missouri, Nevada, and Pennsylvania an additional 17,000 persons were getting blind pensions from State funds only. In States receiving Federal grants for aid to the blind, roughly 28 persons out of every 100 of the estimated blind population were receiving aid to the blind. The rates were less than 10 per 100 in Connecticut and more than 50 per 100 in Arizona, California, Florida, Oklahoma, and Montana. In part,

differences among the States in the number of recipients of aid to the blind in relation to the estimated number of blind persons stem from differences in State practices in assisting aged blind persons. In some States, old-age assistance is furnished blind persons 65 years of age and over in preference to aid to the blind.

The average payment of aid to the blind in States operating programs under the act was $39.91 in December 1947. Monthly payments averaged $45 or more in 12 States. In California and Washington, average payments topped $60. On the other hand, needy blind persons averaged less than $20 a month in Kentucky.

The average payment rose $5 or more from December 1946 to December 1947, in 7 States. In 11 States the average dropped in this period.

In 29 States, some payments in October 1947 exceeded $45, the maximum amount in which the Federal Government will share. Of all payments in States getting Federal funds, 11 percent were at $45 and 26 percent above $45.

War and Post-War Developments

Flexibility is the distinguishing characteristic of the public assistance system. Since it is designed to provide for persons in need it contracts and expands as need increases or diminishes. During the war years the number of persons receiving old-age assistance and aid to the blind and the number of children getting aid to dependent children declined sharply. This decline reflected extraordinary opportunities for employment, general improvement of earnings in low-income families, and additional sources

of income---notably the Government allowances to dependents of servicemen. Many families who otherwise might have required aid were supported by the earnings of the mother and older children or by allowances and allotments from sons and daughters in the armed services. Moreover, some aged and blind persons who ordinarily could not get work were able to be self-supporting. From Pearl Harbor to V-J day the number of children receiving aid to dependent children dropped 31 percent, the number of recipients of old-age assistance, 9 percent, and the number of recipients of aid to the blind, 8 percent.

Since V-J day the extent of need in the United States has been on the increase. Many factors, among them lessened work opportunities for sub-marginal workers with the return of servicemen to civilian life, and the inflationary trend, have been responsible for the steady rise in assistance rolls and in payment levels. The 1946 amendments to the assistance provisions of the Social Security Act have enabled States more adequately to meet the rising burden of dependency. From V-J day to December 1947, the number of persons receiving old-age assistance and aid to the blind has increased 15 percent and the number of families getting aid to dependent children, 63 percent. In this same period, in which consumer prices in the large cities rose 29 percent, the average payment per recipient of old-age assistance rose $7 and of aid to the blind $9; the rise in the average payment per family receiving aid to dependent children was $15.

Much dependency could be averted by broadening coverage and raising benefits in old-age and survivors insurance and by providing disability benefits to replace wage loss due to extended disability. For some time to come, assistance must remain an important means of combating need in old-age and among children and the handicapped. For all groups in the population, assistance ~~must constitute~~ a second line of defense, no matter how comprehensive the provision for social insurance. If assistance is to fulfill its role in providing help to needy persons who lack other means of support, the assistance provisions of the Social Security Act must be extended and strengthened.

Improving Public Welfare

The 1946 amendments, which in 1947 were extended to June 30, 1950, have greatly helped States in assisting their needy aged and blind individuals and dependent children on a more nearly adequate basis. The Social Security Administration believes, however, that the temporary provisions for determining the Federal share of assistance costs should not become permanent legislation. Instead, we advocate other changes that would enable States to make assistance, including both money payments and medical care, available with Federal help to any needy person and that would authorize Federal participation in State expenditures for comprehensive welfare services for families, adults, and children without regard to economic status. We are also convinced, moreover, that the Federal contribution in States with relatively small economic resources should represent an even larger share of the cost than at present, to assist these States to provide more satisfactorily for their needy persons.

The fact that Federal expenditures other than those for work programs have been limited during the past 12 years to funds for cash assistance and its administration for three categories of needy persons, and to child welfare services, has caused a lag in many States in the development of other public welfare functions. States tend to spend State dollars in such a way as to attract Federal dollars. General assistance, medical services to needy persons, and welfare services for families and adults have in many places been neglected while the special types of public assistance and child welfare services were

being strengthened. Federal participation in all types of assistance and in general welfare services on a uniform basis would result in better-balanced and more comprehensive public welfare systems than now prevail. In the attempt to get maximum Federal funds, many States make numerous compromises with what they deem to be the best plan for a balanced and comprehensive State system of welfare programs. Now that the special types of public assistance and child welfare services are so firmly established, efforts should be made to extend Federal aid to programs for other groups acutely needing assistance or service.

Financing Public Welfare

As a basis for sound financing of more nearly comprehensive and satisfactory public welfare programs, the Social Security Administration recommends special Federal aid to low-income States for assistance, administration, and services. We also recommend elimination of or increases in the maximums that limit the amounts of individual monthly payments in which the Federal Government will share. In addition, we believe that States should distribute Federal and State funds to localities in accordance with their need for funds. These three provisions, which are closely interrelated, are necessary to assure reasonably adequate provision for individuals needing financial assistance or other help, in whatever part of the country they may live.

Special Federal aid to low-income States.—Under the present temporary provisions, the Federal share of assistance costs is not fixed but varies with the level of payments. If a State makes no payments in excess of the Federal matching maximums, the Federal share may vary from somewhat more than one-half to as much as two-thirds,

depending on the size of the State's average payments. In general, the lower the average payment, the higher the relative Federal share. The Federal Government will put up $2 for $1 of State funds if the average payment is no higher than $15 in old-age assistance or aid to the blind or $9 per child in aid to dependent children. The smaller Federal share beyond these levels may discourage States with low economic resources from making high average payments.

The present method of determining the Federal share of assistance costs has not thus far had the effect of raising levels of payments substantially in many low-income States. In December 1947, payments averaged less than $25 for old-age assistance in 12 States and for aid to the blind in 8 States. Payments to families receiving aid to dependent children averaged less than $40 in 12 States. The additional Federal funds in some places have gone primarily into expanding the case loads. On the other hand, in some of the highest-income States, average payments, which at the time of the amendments were already relatively high, have increased by substantial amounts.

The Social Security Administration continues to believe that Federal funds should be granted on a basis that considers the relative financial resources of the States. Though many methods have been proposed for achieving this objective, the Administration favors a formula that will pay one-half the costs in States with per capita income equal to or above the national per capita income, varying the Federal share for States with per capita income below that amount from somewhat more than one-half to a maximum of perhaps three-fourths in the lowest-income States.

A formula such as that proposed probably would not result in a reduction in the amount of Federal funds that States with comparatively large resources would receive if other proposals for amendment of the act were also enacted—namely, increase in or elimination of the Federal matching maximums on individual payments, extension of coverage to any needy person, and authorization of Federal participation in the cost of medical services and of welfare services for families and adults as well as for children.

Only by some such device as special Federal aid to low-income States sufficient in amount to compensate for their economic disadvantage will it be possible to narrow significantly the great disparities among States in levels of assistance. In December 1947 the highest State average payment was about four times the lowest in aid to dependent children and aid to the blind and five times the lowest in old-age assistance. The amendments have failed to bring about a satisfactory degree of equalization among States in their ability to finance assistance. Furthermore, the present temporary method of determining the Federal share of assistance costs cannot be satisfactorily adapted to either administrative expense or welfare services.

Federal matching maximums for individual payments.—In raising temporarily the maximums limiting the amounts of individual monthly payments subject to Federal sharing, Congress sought to enable States to revise payments upward. Throughout the war years, though living costs mounted the Federal maximums remained fixed. In many States the increased Federal participation merely compensated for increases in payments that had already been forced by previous price rises. Since

the new maximums became effective, prices have also risen sharply. Thus the new maximums already have almost as restrictive an influence on assistance payments as those formerly in effect. In October 1947 the proportion of payments at or above the matching maximums was 30 percent in old-age assistance, 37 percent in aid to the blind, and 66 percent in aid to dependent children, as against 33, 37, and 71 percent in September 1946, the last month before the present maximums became effective.

In aid to dependent children, the new maximums of $24 for one dependent child and $15 for each additional child in a family are particularly inadequate and contrast markedly with the $45 maximums in old-age assistance and aid to the blind. Though the Federal Government will contribute as much as $25 to a monthly payment for an aged or blind individual, and $50 for two such persons in a family, it will contribute at most only $13.50 to a monthly payment for one dependent child and only $22.50 for two such children living with a parent or other relative. Because of the utter inadequacy of the Federal matching maximums in aid to dependent children, in October 1947 all but 11 States were making some payments for more than these amounts; 12 had higher maximums or permitted higher payments to be made occasionally to exceptionally needy families. No maximums were set in 23 States.

To enable them to make payments equal to the amounts found to be needed, 13 States have no maximums on payments of old-age assistance and 14 States, on payments of aid to the blind. In addition, several States with maximums waive them for persons requiring medical care.

The Social Security Administration strongly urges the removal

of maximums for aid to dependent children. If Congress should wish to retain maximums for this type of aid, however, we believe that the maximums should be so established as to enable States to provide adequately not only for the children but also for the parents or other relative caring for the children, and for the expenses of maintaining the home. In old-age assistance and aid to the blind, the maximums should be eliminated or raised so that the payments to aged and to blind persons may be reasonably related to the cost of what the State has determined as the essentials of living.

State distribution of Federal and State funds.--As has already been pointed out, the Administration believes that it is the intent of the Social Security Act that needy persons within a State shall receive equitable treatment. This is implicit in the requirements in the Social Security Act that a State plan be developed and that the State plan provide for State financial participation in the program, operation of the program under the plan in all localities of the State, opportunity for a fair hearing before the State for any individual whose claim for assistance is denied, and administration that is proper and efficient.

The goal of equitable treatment can be achieved only if in all localities there is freedom to apply for assistance, prompt disposition of applications, and determination of eligibility and of the amount of assistance needed on the basis of objective, State-wide standards, uniformly interpreted. In the last analysis, however, the ability of a locality to give applicants and recipients the same treatment they would receive in similar circumstances anywhere else in the State

depends upon the availability in all localities of sufficient funds to implement the State-wide standards.

Although problems in the distribution of funds occur in State-financed programs, the equitable apportionment of Federal and State funds presents particularly difficult problems in States in which the localities help to finance public assistance. In States with local financing, the localities commonly bear a fixed, uniform percentage of the non-Federal share of their assistance costs, even though they vary greatly in their fiscal ability. Often the amount the State and Federal Government can contribute in a locality depends upon the ability and willingness of the locality to raise funds. To assure equitable treatment of needy persons wherever they may live in the State, the Social Security Administration believes that, as a condition of approval, a State plan should provide for the apportionment of Federal and State funds in relation to the need of the localities for funds, rather than on the basis of what they contribute.

Assistance for Any Needy Person

To enable the States to provide for all their needy persons and not merely those with certain handicaps, extension and improvement of the provisions of the Social Security Act relating to eligibility are essential. Among necessary changes are authorization of Federal participation in general assistance and elimination of provisions in Federal and State legislation that bar some needy aged or blind persons or dependent children from getting help.

Federal funds for general assistance.--A serious gap in the public assistance program results from the limitation of Federal partici-

pation to assistance for needy aged and blind persons and dependent children only. States and localities have attempted, with varying degrees of success, to provide aid to needy persons who do not fall within these groups. Although some States with relatively large financial resources are able to finance adequate programs of general assistance, many States and a great many localities have such meager funds for general assistance that needy persons applying for aid can get only the barest necessities, and sometimes not even that much.

Since employment has continued to be at high levels, the great majority of persons on the general assistance rolls are people with handicaps not unlike those arising from old age, blindness, or lack of parental support or care. Among the causes of their want are physical and mental handicaps, temporary and chronic illness, and unsuitability for work because of age or home responsibilities. This year, however, an increasing number of persons receiving general assistance have been temporarily unemployed. Many other persons of marginal employability, who managed to do some work during the war years, can no longer be considered a part of the labor force now that servicemen and war workers have returned to peacetime pursuits. If the Nation experiences even a mild slump, meeting the demands for general assistance will place a heavy burden on the States and localities. Unemployment insurance does not protect workers in noncovered occupations and is of limited duration for those who have benefit rights. Furthermore, except for railroad workers, insured persons who are temporarily disabled and unable to work are eligible for sickness benefits in only two States, and in only a few States can they continue to draw

unemployment benefits, in special circumstances.

The Social Security Administration strongly urges that Federal grants be authorized for general assistance as well as for the three special types of public assistance. Only if this gap is bridged will the Nation have a strong and flexible public assistance system able to meet changing demands. To the extent that high levels of employment, social insurance, GI benefits, and other measures prevent need, the task of public assistance will be lightened. It is in the public interest, however, that the necessities of life be available to all persons who cannot be self-supporting and for whom other provision is lacking. Without Federal funds for general assistance, many people will inevitably live below a level that anyone could consider acceptable. Even in the prosperous war years, sheer want existed in all sections of the country among some persons who were not protected by social legislation.

Definition of a dependent child.—Children are a Nation's greatest resource. Yet in this country many children suffering serious deprivations have no means of obtaining the essentials for healthful growth and development. The Social Security Act limits the program of aid to dependent children to children who lack parental support or care for certain specified reasons. If a child is to be eligible for help with Federal funds, one of his parents must be dead, continuously away from home, or incapacitated. Furthermore, the child must be living with either a parent or some other specified relative. If 16 or 17 years of age, the child must be regularly attending school.

The Social Security Administration believes that assistance with

Federal help should be available to a parent, relative, or other person who assumes responsibility for the care and support of a needy child and who maintains a home for such child, and that the payment should be made regardless of the cause of the child's need. Some needy children could receive care and support in a family home but have no relative, as specified in the act, who could assume such responsibility. Some children who are aged 16 or 17 are too ill or handicapped to go to school or are living in places where suitable schools are lacking. Moreover, many children are in want for reasons other than those in the act, such as the unemployment, low earnings, or temporary disability of a parent.

If Congress should authorize grants-in-aid for general assistance, broadening of the definition of a dependent child would be far less important, but it would still be desirable since it would greatly simplify the determination of eligibility.

Residence requirements.—The Social Security Act now provides that a State plan for old-age assistance or aid to the blind may not require residence in a State for more than 5 of the 9 years immediately preceding application and 1 year continuously before filing the application. For aid to dependent children, the maximum requirement is 1 year of residence for the child immediately preceding application or, if the child is less than a year old, birth in the State and continuous residence by the mother in the State for 1 year preceding the birth. Many States have adopted substantially these provisions as their minimum requirements. In general assistance, States often require not only a specified period of residence in the State but also local settlement.

Several States have eliminated residence requirements from their laws and are getting Federal participation in assistance to needy persons who have lived a relatively short time in the State. Many additional States have reduced their requirements of residence below the maximum permitted under the Federal act.

In our free-enterprise society, mobility of population is essential. During the war years, in fact, it was promoted as a matter of national policy to effect a satisfactory distribution of the labor supply. Individuals must be free to move about to take advantage of opportunities for self-support and better living conditions. Inevitably some persons who move will become needy. They should not lose their right to help if after crossing State lines they find themselves in want. Believing that residence requirements as a condition of eligibility work great hardships on needy persons who cannot meet them and that they are an anachronism in our modern society, the Administration advocates the abolition of residence requirements under State plans approved under the Social Security Act.

Citizenship requirements.--The Social Security Act permits a State to require citizenship as a condition of eligibility for public assistance, although the State may, if it wishes, use Federal funds to help pay the cost of assistance to noncitizens. Only one State now requires citizenship as a condition of eligibility for aid to dependent children, but it is required for recipients of old-age assistance in 24 States and of aid to the blind in 6 States. It is the opinion of the Social Security Administration that assistance should be available to noncitizens who are needy and otherwise eligible for help, and that the

Social Security Act should prohibit a State from including citizenship as a condition of eligibility for assistance in its State plan. The States as well as the noncitizens would benefit from this change, since those who are needy must be cared for through general assistance, which is financed wholly by the States and localities. Often such aid is meager in comparison with categorical assistance.

Property restrictions.--Although the assistance payment is given to the recipient with no restrictions on the way he uses the money, many States as a condition of eligibility for assistance now require a recipient to transfer title or control of property he owns to the State or locality. It is anomalous to treat the assistance payment in one way and the recipient's other property in a differnt way. The assistance agency could claim recovery from the estate of a deceased recipient for assistance granted without requiring him to surrender title or control of property during his lifetime. The Social Security Administration believes that claims for recovery should not be enforced during the lifetime of a recipient or surviving spouse or during the minority of surviving children. We also believe that, as a condition of plan approval, States should be prohibited from requiring an individual to transfer title or control of his property before he can receive aid.

Scope of Assistance and Service

Twelve years of experience in the administration of grants for public assistance have demonstrated the importance of broadening the scope of Federal participation in public welfare programs to include medical care as well as cash assistance and to provide family and adult

welfare services in addition to expanded child welfare services.

Medical Care.--A study of the medical aspects of public assistance now being made by 21 States cooperating with the Bureau of Public Assistance supplies abundant evidence of the difficulties encountered by public assistance agencies in attempting to meet the medical needs of recipients under present legislation. Federal help in providing medical care is possible only when an amount for such care is included in the money payment to the recipient. Within the maximums limiting Federal participation in individual monthly payments, it is often impossible to include amounts large enough to enable recipients to pay medical bills. Moreover, agencies often find it desirable, particularly when sizable expenditures are involved, to pay the doctor, dentist, nurse, druggist, hospital, or clinic directly for the services supplied.

In the States with relatively large resources, substantial effort is generally being made to furnish essential medical services to needy persons. Such services are financed primarily from State and local funds, except when it is possible to include the amounts in the money payment so that Federal funds may meet a share of the cost. In States with relatively small resources, attempts to provide for the medical needs of recipients are often sporadic. Such States cannot always provide adequately for even such basic essentials as food and shelter.

To enable States to make medical care available to needy persons by whichever method seems the more suitable, the Social Security Administration believes that, in addition to removing maximum limits on Federal participation in the money payment so that an amount large enough to purchase needed medical care may be included,

Federal participation should be extended to payments made directly to individuals and agencies furnishing medical services and supplies to assistance recipients.

Some of the most difficult problems with which public assistance agencies must cope arise in connection with the provision of medical care to needy persons in medical institutions. At present the Federal Government participates in money payments to such persons only if they reside in private institutions, and cannot share in payments to persons in public institutions unless they need only temporary medical care or other special services, such as vocational education.

In order that needy persons requiring long-time care may be cared for more satisfactorily, we recommend that the Federal Government share not only in money payments to needy persons in private institutions but also in payments to or for such persons who elect to live in public medical institutions other than those for mental disease and tuberculosis.

Federal assumption of a share of the cost of care of persons in public or private medical institutions should properly be subject to a requirement that an appropriate State authority be responsible for the licensing and inspection of medical institutions to assure their operation in accordance with standards established by the State. Such a requirement would be desirable also for States making money payments to persons living in private domiciliary institutions.

Elsewhere in this report the Administration recommends establishment of medical care insurance to meet costs of medical care of workers and members of their families. The sharing of risks and the prepayment

of costs on a fixed basis would enable people who are ordinarily self-supporting to meet their bills for medical care. If a system of medical care insurance is established, it should be possible for assistance agencies to pay contributions to the insurance fund for needy persons so that they, too, could get medical services of high quality in the same manner as other persons in the community. Medical care insurance would, of course, greatly reduce the need for medical assistance and doubtless also for maintenance.

Determination of need.—The Social Security Administration believes that States should define the content and level of living to be afforded needy persons in given circumstances and should develop effective standards for determining their cost. Similarly, States should develop as definite standards as possible to measure the income and resources that are actually available to individuals to meet a part of their need. Dissatisfaction with the determination of need is the principal reason for the appeals for fair hearings filed by applicants and recipients throughout the country.

Fair and equitable determination of the eligibility of an individual for assistance and measurement of the amount of assistance that he needs are possible only when there are clear and objective standards, State-wide in application, for determining what he requires and how much his resources and other income should be supplemented so that he may meet his requirements.

In its continuing review of State administrative practices, the regional staff of the Bureau found that in September 1946 only 12 of 58 State public assistance agencies gave adequate instructions to the

localities for the uniform inclusion of all items, such as food, clothing, and shelter, in determining the need of all individuals. In only 9 of these agencies were the instructions uniformly followed by local staff. In 19 State agencies the items to be considered in determining the extent of need were left to the local agencies; the State agencies provided no more than suggestions or recommendations as to what items should be included.

Similarly the administrative review revealed that in the majority of States there was by no means uniform consideration of the income and resources available to individuals to meet a part of their need. Seventeen State agencies, for example, did not define inconsequential income or resources, for which values cannot be presumed on any sound basis, and 24 failed to provide standards for appraising the value of all types of income in kind.

In 14 State agencies with funds insufficient to meet need in full up to the maximums, there was no uniformity in the method of reducing the amount of the payment in relation to the need as established.

Since September 1946, considerable progress has been made toward the development of State-wide standards for measuring the requirements of individuals and considering their income and resources.

Welfare services.—Increasingly the public welfare agency is becoming the place to which people turn when they need financial or other help. Since 1936, when Federal grants were first made to States under the Social Security Act, public welfare agencies have greatly improved the quality of their service to people applying for

and receiving financial assistance; substantial progress has been made also in supplying services to children who are homeless, dependent, or neglected, or in danger of becoming delinquent.

Through the administrative grant for the special types of public assistance, the Federal Government participates in expenditures for services directly related to the need of persons applying for or receiving financial aid; some additional funds are available through Federal grants for child welfare services. Federal participation is lacking, however, in services for recipients of the special types of assistance who need help that financial assistance itself cannot supply, for persons who are needy but cannot qualify for a special type of aid, and for families and adults who are self-supporting but need help in handling problems. Child welfare services, moreover, are not yet generally available in all localities of States.

The Social Security Administration recommends the extension of Federal financial participation to include all welfare services administered by the staff of the public welfare agency to help people--whether needy or not--to become self-supporting, to make fuller use of community resources, or to solve individual problems in family or community adjustments. Expansion of child welfare services and the development of family and adult welfare services are needed to enable people to meet the demands of our highly complex and dynamic society. Ultimately, comprehensive welfare services should be available in all communities. Realization of this objective, however, is dependent not only on the availability of Federal financial help but also on the training of additional personnel properly equipped to help people

deal with problems as they arise. Many States have made notable progress in developing agency programs for the improvement of staff competence in the performance of their work. Demonstration projects in selected areas should be established as an additional means of developing sound methods of providing various types of services.

Administrative Organization

Enactment of the proposals which have been advanced here, and which are widely supported by State and local public welfare officials, would furnish a firm basis for the development throughout the Nation of comprehensive and flexible programs of assistance and welfare services. If Federal grants are further extended, the Social Security Administration believes that it would be desirable to require that one State agency administer or supervise the administration of all the welfare programs to which the Federal Government contributes funds under the Social Security Act. In the localities, also, all welfare plans should preferably be administered by one local agency or one branch office of the State agency. This would assure coordination of the various services and promote equitable consideration of the needs of all persons in the State who are seeking help.

The Social Security Administration believes that, within the framework of administration through a single State and a single local public welfare agency, the States should be free to organize their programs of assistance and welfare services in any constructive manner. Some States, if they were given the choice, would prefer to administer one comprehensive assistance program, with need the only condition of eligibility. Other States might prefer to continue the present cate-

gories and possibly add others. If adequate financial support for assistance were assured, so that the special needs of recipients could be met and welfare services more generally provided to help persons in the solution of their special problems, administration of money payments through a series of categorical programs might seem less important.

Extension of Federal Aid to the Virgin Islands and Puerto Rico

Although the provisions of title V of the Social Security Act for grants to States for maternal and child welfare have been extended to the Virgin Islands and Puerto Rico, and although both now receive grants for public health services, they are not able to get Federal grants to help them finance public assistance. Both the Virgin Islands and Puerto Rico have enacted legislation and established plans of operation that would enable them to qualify promptly for Federal grants if the public assistance provisions of the act were amended to include them. Because poverty is acute and economic resources are small in the islands, they are in particular need of help. In the opinion of the Social Security Administration they should be able to share in all provisions of the Social Security Act relating to health and welfare.

Additional Cost to the Federal Government of Improved Program

It is estimated roughly that the increase in Federal cost as a result of the recommendations made to improve our public assistance program would be between $250 and $350 million. The additional cost undoubtedly would be near the low figure during the first year or two while States were amending their laws and administrative procedures to take advantage of any changes in the Federal law. How high the cost may go after the States get the full program in operation depends on the interaction of a number of factors which will affect the development of the programs. Among these factors, some of which are in the direction of increasing costs and others of limiting them, are the following: (1) the ability of the States and localities to finance their share of the cost, (2) the increased population, particularly the growing number of aged, chronically ill, and disabled and the increased number of children, (3) changes in the cost of living which affects the need for and the amount of assistance, (4) the extent of social insurance protection, health and rehabilitation services, and private resources, and (5) the national level of economic activity, particularly the level of employment.

Maternal and Child Health and Welfare

The three grant-in-aid programs for maternal and child welfare under the Social Security Act are substantial expressions of the principle that through shared responsibility by Federal, State, and local governments the Nation's children can be assured of their right to a good start and a fair chance in life.

Title V of the Social Security Act authorizes Congress to make annual grants to the States to improve and extend their health and welfare services for mothers and children. Under the amendments of 1946 these grants are $11 million for maternal and child health services, $7.5 million for services for crippled children, and $3.5 million for child welfare services. These appropriations were made for the fiscal year 1947. All 48 States, the District of Columbia, Alaska, Hawaii, Puerto Rico, and the Virgin Islands are entitled to and receive grants for all three programs. The Virgin Islands were brought under coverage of the act, as of January 1, 1947. The 1946 amendments marked the second time that grants to the States under the Social Security Act had been increased. In 1935, when the act was originally passed, they totaled $8,150,000. That sum was stepped up to $11.2 million in 1939 and $22 million in 1946.

Unlike the insurance and public assistance programs under the Social Security Act, which are designed to strengthen a family's economic security by furnishing a basic minimum income when earnings are interrupted, the grant-in-aid programs administered by the Children's Bureau are intended to promote and improve the family's general welfare through providing public health and welfare services. None of the Federal money under these programs is paid directly to any parent or child. It goes to State agencies to strengthen, extend, and improve the work of these agencies and their counterparts in communities. Much of it is used to employ professionally trained people who work on behalf of children and parents.

To share in the Federal funds, each State must pay for part of its services for children out of its own or local resources. No State, of course, is limited in what it does for children to the amount required for matching or supplementing Federal funds. In fact, many States spend a great deal more for children's services than the amount they receive from the Federal Government.

In its concern for all children, Congress has given the States the widest opportunity to work out their plans for safeguarding the health and welfare of their children. Emphasis is to be given to strengthening services "in rural areas and in areas suffering from severe economic distress." No residence or family-income restrictions have been placed by Congress on the children who may be benefited by the services which get direct or indirect support from the Federal grants. State health and welfare agencies or other agencies responsible under State law for services to crippled children, working with corresponding community agencies, administer all services paid for in part or in whole from these Federal funds.

Maternal and child health services

Maternal and child health programs in all States are administered by State departments of health, through a division or bureau of maternal and child health. In 40 States, such divisions are directly under the State health officer. Other States vary in their administrative organization.

A physician is in charge of the division or unit responsible for this program. The staff may also include obstetricians, pediatricians, psychiatrists, psychologists, dentists, nutritionists, public health nurses, medical social workers, and health educators. The function of this State division or unit is to develop and provide, with the help of local health departments, State-wide health services to children from birth through school age, and to mothers before and after childbirth. Through financing postgraduate education and through

consultation, the division also helps professional workers in private practice or public service to improve the care they provide mothers and children.

Half (Fund A) of the $11 million in Federal grants now made available to the States each year for these services must be matched by the States. Each State receives from Fund A a uniform grant of $35,000, and the remainder is prorated among the States according to the number of live births in each State. From the remaining $5.5 million (Fund B), a sum is set aside for special programs of national or regional significance in the improvement of services, and to meet emergencies. The balance is apportioned among the States according to a formula that reflects the financial need of each State for help in carrying out its approved plan, taking into account the number of live births. Special weight in the formula is given to rural births.

Services provided by local health departments are designed primarily to help well mothers and children keep well. That is, they are services for the promotion of health and the prevention of illness. Many health departments also furnish medical, dental, nursing, and hospital care to a limited number of mothers and children, in special circumstances or in particular areas.

Immediately after increased funds for the child health programs were appropriated by Congress in August 1946, the Bureau called together its advisory committees to make recommendations on how the States might best improve their services to mothers and children. The Association of State and Territorial Health Officers was another source of guidance in developing these Federal-State programs. It was agreed that increased effort should be put into (1) extending or developing new programs for children with rheumatic fever, cerebral palsy, hearing defects, and other crippling conditions; (2) demonstrating school health service projects in selected areas; (3) further development of maternity care programs, including, in at least one area where the need is greatest, a comprehensive maternity care project established in cooperation with a teaching

institution; (4) increasing and improving facilities for care of prematurely born infants; (5) developing medical and dental care programs for children; and (6) promoting mental hygiene programs for children.

Notable progress was made during the year in broadening the scope or increasing the coverage of maternal and child health services. Services traditionally thought of in connection with an essentially preventive and health promotion program, such as prenatal clinics, well-child conferences, and public health nursing services, were increased.

Sixteen States now make some provision for complete maternity care for a limited number of mothers or mothers in specific areas. In 17 States, hospital care for maternity patients is provided. Home nursing services are now available in 16 States. In contrast, in 1939, demonstrations of complete maternity care were under way in limited areas in only 8 States.

Clinical consultation to practicing physicians by obstetricians is another way in which improvements are being brought about. In 1939, only 11 States employed obstetric consultants on a full or part-time basis; in the fiscal year 1947, 23 States had such consultants.

By the beginning of 1947, 39 States had organized some services for the protection of premature infants, and 14 others were planning to institute some services in the coming year. Eight States are now operating centers for the care of premature infants, and in 6 others plans are getting under way. Demonstration services that provide care for premature infants and also graduate training for physicians, nurses, and other professional groups have been set up in 4 States. Consultation to practicing physicians in the care of premature infants is made available by 5 States and home nursing services by 7.

A few States have moved ahead to set up diagnostic and treatment clinics for infants and preschool children. Medical treatment is provided by 13 States

for specified groups of infants and children under school age. Thirteen States also provide for medical examination of school children, and 7 for medical treatment of children of school age. Pediatric consultation is made available by 22 States for sick infants and preschool children, and by 12 States for sick children of school age.

As evidence of the importance of nutrition in promoting maternal and child health, 49 States have approximately 150 positions for nutrition consultants. These consultants provide consultation service to professional staff of State and local health agencies, to staff of other State and local agencies and organizations, and to institutions such as maternity homes and child-caring institutions.

Dental services have grown under the maternal and child health programs. In 1946-47, 45 States reported dental units as part of their maternal and child health services. Dental programs in 19 States include educational and diagnostic services at clinics conducted by local practicing dentists; 18 States provide for corrective dental service, either at clinics or in dentists' offices.

Increasing emphasis has been placed on the importance of mental hygiene services in promoting maternal and child health. In contrast to the few and scattered programs of 1939, 14 States had some kind of mental health projects in operation in 1947. All State programs were making increased use of mental health resources.

Thanks in large part to the additional funds, there was a general strengthening of medical and other personnel in the State programs. Medical positions in the fiscal year 1947 totaled 185, as against 130 in 1939. Most of the States, with the approval of the Children's Bureau, gave high priority in their budgets to graduate training for their staffs. In 1946-47, State agencies planned to spend approximately $1 million of their total maternal and child

health funds on training of professional personnel. In the development of in-service training programs, the granting of educational leave, and the planning of training courses for physicians, psychiatrists, psychologists, dentists, nurses, and medical social and psychiatric social workers, the Bureau has collaborated closely with the States.

Institutes for nurses in pediatric and obstetric instruction were held during the fiscal year in various States.

In the medical social work field, educational and training activities have included consultation with schools of social work in the development of courses in the social aspects of public health and medical care. The Bureau also assisted in developing institutes and seminars for medical social consultants in maternal and child health and crippled children's programs, held under the sponsorship of various universities.

In spite of new staff appointments and the efforts made by the States to recruit professional workers, many staff vacancies still existed in many States at the close of the fiscal year 1947. Low salary scales prevailing for some public health positions make recruitment of qualified personnel difficult. In all States, shortages of physicians who are trained or experienced in public health, obstetrics, or pediatrics handicap the rapid development of maternal and child health programs. On January 1, 1947, at least 2,489 vacancies existed in public health nursing positions for which budgetary provision had been made, although 750 more public health nurses were employed than a year earlier. Of the approximately 150 positions for nutritionists included in the annual budgets of the States, about 1 in every 4 was unfilled. The supply of medical social work personnel is still markedly limited for the 144 positions budgeted in the maternal and child health programs.

Despite personnel shortages, the program was able to serve slightly more children and mothers during the calendar year 1946.

The number of mothers who received antepartum medical services increased from 117,000 in 1945 to 129,000 in 1946, but the number receiving antepartum public health nursing services decreased from 238,000 to 231,000. Approximately 31,000 women were given postpartum medical examinations in 1946, as compared with 35,500 in 1945; some 203,000 received postpartum nursing services in 1946, compared with 201,400 in the previous year.

About 456,000 infants and preschool children attended well-child conferences in 1946, as against 426,000 children in 1945. Public health nursing services reached about 952,000 infants and preschool children, somewhat fewer than in 1945.

Physicians' examinations of school children numbered 1,587,000, as compared with 1,117,000 in 1945. The number of public health nursing visits for school health supervision increased from 2,166,000 to 2,184,000.

Nearly twice as many immunizations for smallpox were given--2,457,000 in contrast to 1,273,000 in 1945. Diphtheria immunizations also increased, from 1,360,000 to 1,452,000.

Dental inspections of school and preschool children by dentists or hygienists showed a substantial gain in volume in 1946, when they totaled 1,143,000 as compared with 788,000 in 1945.

The above figures are for the calendar year 1946 and thus include data for only the first half of the fiscal year 1947. Since increased Federal grants did not become available until the fall of 1946, the figures do not fully reflect the gains made possible with the increased appropriations.

Services for crippled children

The objective of grants-in-aid for services for crippled children is to help the States "extend and improve (especially in rural areas and in areas suffering from severe economic distress) . . . services for locating crippled

children, and for providing medical, surgical, corrective, and other services and care, and facilities for diagnosis, hospitalization, and aftercare, for children who are crippled or who are suffering from conditions which lead to crippling."

All States have legislation authorizing an official State agency to provide treatment of and care for crippled children. In 31 States, this agency is the State health department, and in 10, the department of public welfare; other agencies are used in the remaining 12 jurisdictions. In its consultations with State agencies, the Children's Bureau, although recognizing the right of the States to work out their own machinery, has stressed the advantage of unified administration of the maternal and child health and crippled children's programs

Of the $7.5 million in Federal grants for services for crippled children, half (Fund A) must be matched by the States. Each State receives $30,000, and the balance of Fund A is prorated on the basis of the number of children under 21 years of age in each State. Aside from a reserve amount for special projects, the remaining $3,750,000 (Fund B) is apportioned among the States on the basis of a formula that takes into account both the financial need of each State for assistance in carrying out its plan and the number of children under age 21. Again weight is given to the number of children in rural areas.

States seek to provide a program of services through their crippled children's agencies that includes locating all crippled children; diagnosing their crippling condition; maintaining a register of all crippled children in the State; providing or locating skilled care for crippled children in hospitals, convalescent and foster homes, and in their own homes; and cooperating with agencies and professional groups concerned with the care and training of crippled children.

Services are State-wide but, because of limited funds, relatively few States are able to care for all the crippled children within their borders. Definite progress, nevertheless, is being made with the enlarged Federal grants in getting more services to more children.

At the close of the calendar year 1946, official registers of crippled children, maintained by State crippled children's agencies, included the names of more than 442,000 children, an increase since December 1945 of about 38,000 children. A child is eligible for registration if he has a type of crippling for which, according to the approved State plan, children may be accepted for care by the official State agency, and if the crippling condition has been diagnosed by a licensed physician.

Wide variation exists among the States in the proportion of the child population so registered. In Georgia, 4.1 per 1,000 children under 21 years of age appear on the register of the State agency, while in the District of Columbia the rate is 17.6 per 1,000. In general, a relatively low State rate seems to be due to incomplete registration rather than to a low occurrence of crippling conditions among children of the State. A beginning was made during the year, with the assistance of the Bureau's Advisory Committee on Crippled Children's Statistics, on a review of the purposes and uses of the crippled children's registers.

Reports provided by State agencies show increases in the calendar year 1946 in the volume of all types of services. More than 108,000 children received diagnostic or treatment service at crippled children's clinics, as compared with about 93,000 in 1945. More than 27,000 children were hospitalized and 4,700 received care in convalescent homes. Approximately 1.3 million days of care were provided in hospitals, and 478,000 days in convalescent homes.

The kinds of services have also been extended. During the fiscal year, Arizona and Hawaii initiated special programs for children suffering from rheumatic fever and rheumatic heart disease, bringing to 22 the number of States operating rheumatic fever programs. Most of these programs have provided complete care, including medical, nursing, and medical social services; facilities for diagnostic and treatment services; care in hospitals, sanatoria, or convalescent homes; and aftercare services necessary to safeguard medical gains. These programs serve only a limited geographic area, but expansion was under way in 15 States in 1947.

Of all crippling conditions represented on the State registers of crippled children, poliomyelitis ranks first. State programs have included not only services to children with residual paralysis but also their care during acute stages of the disease. In the calendar year 1946, more than 25,000 cases of acute poliomyelitis were reported, as compared with 13,500 in the preceding year. States in the North Central region, the Rocky Mountain area, and the far West experienced the highest incidence of the disease. In all instances the State crippled children's agencies either assumed leadership in the planning and administration of the services or participated actively in such planning.

State directors of programs for crippled children are showing increasing interest in services to children with cerebral palsy. This group of children has consistently ranked second only to those with poliomyelitis on State registers of crippled children. At the present time, more than 40,000 such children, nearly 10 percent of the total number on the registers, are known. Since 1937, at least 6 States have carried on special programs for children with cerebral palsy. At the end of the fiscal year 1947, 12 States had special programs for such children, and 7 more were planning such services for the coming year.

One of the most significant developments in the field of cerebral palsy is the rising tide of interest among groups of parents and influential lay organizations. Throughout the country, hundreds of such local groups are springing up. The National Society for Crippled Children and Adults has recognized the need for special efforts in mobilizing this spontaneous lay interest and has organized advisory councils and other services to provide leadership on a national basis.

The Children's Bureau, in March 1947, called together a conference of medical specialists and professional personnel from related fields involved in the care of the child with cerebral palsy. The conference, the first of its kind, drew up specific recommendations to be used as guidelines by the Children's Bureau and the State crippled children's agencies in getting work started on behalf of these tragically neglected children.

One additional State in 1946 extended its crippled children's services to provide care and treatment of children with hearing defects; 5 States now have such programs. About 20 States make some provision for surgical correction of visual impairments.

Demonstration projects, financed with Federal funds in the fiscal year 1947, are making progess. Maryland provided surgical treatment for heart disease. The District of Columbia started general pediatric care for children who were chronically ill. Maine established a special plastic surgery program. The Alaska Territorial Health Department put into operation the first hospital for crippled children in the Territory, eliminating the necessity for sending all such children to Seattle for hospital care.

Child welfare services

In every community there are children in trouble. The trouble may be caused by parents' ignorance, inadequacy, neglect, or death. It may be due to

lack of good community resources and safeguards for all children. It may trace back to other factors detrimental to the development of emotional security and good social relationships.

These children may be living in their own homes, in foster homes, or in institutions. They may be children of illegitimate birth, or children needing legal protection of their person or property. Their need for help may be reported by parents, neighbors, teachers, police, judges, or other community leaders.

These are the children for whom the welfare agency of each State has created a specialized child welfare service. This service is usually provided by a division of child welfare in the State department of welfare that works with local welfare agencies. Child welfare staffs of State welfare departments include professional social workers with training in the problems of children in need of special care and service.

The 1946 amendments to the Social Security Act, which increased grants for these services from $1,510,000 to $3,500,000 annually, raised the minimum available to each State department of welfare from $10,000 to $20,000. The remainder is allotted according to the proportion that a State's rural population bears to the total rural population of the United States.

Federal funds for child welfare are and have always been limited to "payments of part of the cost of district, county, or other local child welfare services in areas predominantly rural, and for developing State services for the encouragement and assistance of adequate methods of community child welfare organization in areas predominantly rural and other areas of special need."

Child welfare services provided in communities can best be described by listing the types of service given in various localities. These services, which all require the skills of properly qualified social workers, are (1) counseling

on problems of children in or out of their own homes; (2) arranging for foster-home or institutional care for children who need care away from their own homes, either on a temporary basis or as a permanent arrangement; (3) finding and securing the necessary attention for children who have physical, mental, and emotional handicaps and who are not receiving the care they need; (4) safeguarding children of illegitimate birth; (5) assisting courts handling children's cases; (6) cooperating with State institutions caring for children; (7) working with mental hygiene clinics; and (8) assisting schools in handling attendance and conduct problems. Child welfare workers also aid in the organization of community services for children, including services needed for the prevention of juvenile delinquency.

Soon after Congress made available the increased grants, four regional conferences with State administrators and directors of child welfare were held to discuss directions which the expanded programs might take.

Significant conclusions were reached at these conferences as to the basic premises and objectives of public social services to children. There was general agreement that the State has a responsibility for providing services to all children, irrespective of sex, race, creed, residence, or economic status. Strong evidence was presented that local welfare agencies cannot provide adequate care and facilities without State aid, and that Federal funds are needed to strengthen State resources. It was clear from these discussions that child welfare services have done a great deal to lay the basis for broad public social services that draw no lines between the economically needy and the rest of the people.

An acute shortage of qualified personnel is one of the most serious problems confronting all social agencies. Training at schools of social work, therefore, was one of the major uses to which the States put the additional Federal funds.

The full time of a special consultant on the Children's Bureau staff is devoted to advising with the States on programs for staff development, methods of training, policies of educational leave, cooperation with schools of social work, and recruitment problems. A Nation-wide survey has been made of the methods used by State welfare agencies in the recruitment of staff, and an appraisal of the relative merits of such methods is being prepared for the use of these agencies. The Special Committee on Training and Personnel, advisory to the Children's Bureau and the Bureau of Public Assistance, was of major assistance in formulating policies on educational leave and field-work placements.

The regulation on the use of Federal funds by the States in paying for the maintenance of children in foster care was revised during the fiscal year to allow these funds to be used for the temporary care of children in boarding homes or care in such homes for special groups of children with particular needs. Louisiana, one of the two States using Federal money for this purpose, has arranged in one area for the payment of a monthly subsidy to foster parents, in order to have available at all times one or more boarding homes for the temporary care of children awaiting court hearing. Wisconsin likewise provides, in a limited area within the State, for boarding homes for temporary care of infants of unmarried mothers while plans for adoption are pending. Another State is considering developing a homemaker service for families in three rural counties.

Approximately 230,000 children were receiving noninstitutional services from public child welfare agencies on December 31, 1946, an increase of about 5 percent over the number a year earlier. Of every 5 children receiving such services, 2 were living with parents or other relatives, 2 were in foster-family homes, and 1 was in an institution or elsewhere.

The extreme variation in the availability of child welfare services among the States and among different sections of the country shows up in the reports

for December 1946. In 35 States reporting, 4.6 out of every 1,000 children under age 21 were receiving service, but the number was as low as 0.8 per 1,000 in Tennessee and as high as 17.1 in Minnesota. Despite the large number of Negro children in the South and the generally lower socio-economic status of their families, fewer Negro than white children in relation to the total number in each group were served by public child welfare agencies in the South, while the reverse was true in the North and West.

These variations reflect the level of development of child welfare programs and the adequacy of funds for their operation more than they do the differences in need for service among the States. As of June 30, 1946, there were slightly more than 2,200 full-time child welfare workers paid from public funds, but more than half of them were concentrated in 7 States and 1,300 were working in 237 urban counties. In addition to full-time child welfare workers, 663 other employees were devoting full time, and 2,981 part time, to these programs.

Need for Additional Funds in Maternal and Child Welfare Programs Within the Next Three Years

Planning for health and welfare services for children should proceed at a rate which is consistent with the availability of personnel and facilities that meet standards under the State plan. It will require at least 10 years before such services can be provided in all political subdivisions of each State.

We know there will not be enough dentists, well-trained doctors, nurses, social workers and nutritionists available to expand services in a shorter period of time. Progress must be made on a year to year basis.

States can use increased funds immediately. In the crippled children's programs, for instance, many States have asked this year for increased funds, reporting to the Children's Bureau that they have had to refuse to give needed care to children with known physical illnesses and handicaps. Such additional funds have not been available.

By the end of the next 3 years, funds available for maternal and child health services under part 1, title V, of the Social Security Act should be greatly increased.

The needs are great. The figures we are giving are realistic estimates, however, of what seems to be actually possible of accomplishment by the end of 3 years if funds are available. If the Committee considers it desirable to plan for 5 years instead of 3 years, the sums should be at least doubled because the rate of expansion will increase year by year.

As funds go to the States, the problem is how to determine the priorities to be given in deciding what to tackle next. The following examples give some idea of areas in which the States might use the additional funds:

Maternal and child health services

1. The preventive health services for mothers and children are everywhere inadequate. There are not enough maternity clinics, child health conferences, public health nurses, nutrition services. States could utilize annually for these purposes by the end of 3 years at least $8,000,000

2. Almost one-half of the infants who die under 1 month of age die because of prematurity. Experience shows that it is possible to reduce the usual death rate for premature infants by at least 50 percent. If the States were to provide medical and hospital care for only 20 percent of the prematurely born infants of the United States, at the end of a 3-year period, the cost would be (30,000 x $300 average cost) 9,000,000

3. Dental disease is one of the most prevalent of the handicapping conditions of childhood. It affects at least 75 percent of our children. A relatively small proportion of children receive dental care at this time, and the few that do receive primarily emergency care. If the States were to provide dental care for 750,000 children, which is approximately 3 percent of the children 5 to 18 years of age, at an estimated average of $10 per child per year, the cost would be 7,500,000

4. There is a constantly increasing recognition of the need for extending health and medical services to children of school age who are suffering from handicapping conditions. If approximately 10 percent of the children between the ages of 5 and 18 were

covered by health examinations, with correction of the handicapping conditions which were discovered, at an estimated cost of $5 per child per year, the total would be (2,400,000 x $5) $12,000,000

5. Up to 5 percent of the funds available for maternal and child health services is needed for all necessary expenses of the Federal Security Agency, to enable the Children's Bureau to promote effective measures for carrying out the purposes of the program, to make and aid the financing of studies, demonstrations, investigations, research, and the training of personnel, to pay the salaries and expenses of personnel detailed at the request of State agencies to cooperate with and assist them, and for the administration of the program . . 2,500,00

Total additional funds	$39,000,00
Now available under title V of the Social Security Act .	11,000,00
Total	$50,000,00

Other programs might well be selected by the States planning for expenditure of funds, because other services might seem to them to have greater priority. Developing programs would rapidly require additional funds, if progress is to be made in meeting the needs of children.

Crippled children services

The number of children on the crippled children's registers of the State varies from 3 per 1,000 children to 17 per 1,000 children. There is no reason to believe that these differences reflect actual differences in the incidence of crippling, but that State agencies differ greatly in the extent to which they

have assumed responsibility for crippling conditions. States will vary in their planning over the next 3 years on the basis of where they are now. The following are examples of programs in which funds are urgently needed:

1. Recent requests from the States for additional funds to take care of waiting lists under currently operating programs indicate that we need to more than double the present Federal grants. These funds would be used by the States to expand their present programs. They are necessitated in part by the rapidly increasing costs of hospital and convalescent care, in part by the increasing pressures on State health agencies to extend crippled children's services to meet the needs of children in all parts of the State. $9,000,000
2. Many of the States do not now accept responsibility for children with rheumatic fever. There are about 500,000 children with rheumatic fever in this country. About 100,000 of them will have acute attacks each year, necessitating on the average 6 months in hospital and convalescent care, at a cost of approximately $1,800. If State agencies provided each year for 10 percent of those with expected acute attacks, the total cost would be (10,000 x $1,800) 18,000,000
3. Most States provide only very limited services for children with cerebral palsy. If provision were made for 6 months of care (medical, nursing, hospital, and other institutional care) for only about 7,000 of the most hopeful children each year, and nothing done for the remaining 90,000 to 150,000 children suffering from cerebral palsy, the cost would be 13,000,000

4. Up to 5 percent of the funds available for crippled children's services is needed for all necessary expenses of the Federal Security Agency, to enable the Children's Bureau to promote effective measures for carrying out the purposes of the program, to make and aid the financing of studies, demonstrations, investigations, research, and the training of personnel, to pay the salaries and expenses of personnel detailed at the request of State agencies to cooperate with and assist them, and for the administration of the program $2,500,000

Total additional funds	$42,500,000
Now available under title V of the Social Security Act	7,500,000
Total.	$50,000,000

Child welfare services

1. At the present time, Federal child welfare service funds are available for payment of the salaries of only about 1,100 State and local child welfare workers. Approximately four out of five counties do not have the full-time services of a child welfare worker. By the end of 3 years, State should have for the expansion of this part of their program an annual sum of 8,000,000

2. There is urgent need for Federal aid to enable States to develop their programs of foster family care. There are now no Federal child welfare service funds used for maintenance of children in foster care. Payments are everywhere too small to assure good care, and to make it possible to recruit

an adequate number of foster family homes. By the end of 3 years, States need for this program at least $20,000,000

3. Less than $100,000 of Federal child welfare funds are now being used for temporary care of children needing shelter, detention or emergency care. Many children are detained in jails and in other unsatisfactory detention quarters for lack of adequate facilities. To develop such facilities and to provide adequate temporary care, States need by the end of 3 years an additional 1,500,000

4. No Federal funds are now available for care for children whose home conditions require care outside their own homes during the day. Approximately 2,000,000 women with one or more children under 10 years of age were in the labor force as of February 1946. Many of them have been unable to make satisfactory arrangements for the care of their children in foster-family homes or day care centers. By the end of 3 years, States need for this purpose at least. 10,000,000

5. At present, States have budgeted about $500,000 of Federal child welfare service funds to provide educational leave for State and local public welfare staff members. In order to provide for qualified workers required for the expansion of child welfare programs to meet the needs of children, financial aid for educational leave and for the development of additional training facilities should be available by the end of a 3-year period to an annual amount of 2,000,000

Total additional funds	$41,500,000
Now available under title V of the Social Security Act	3,500,000
Total.	$45,000,000

Specific provision for children in migrant families

At the present time, health and welfare services are almost wholly lacking for children in migrant families. Because of the inter-State character of much of such migration, there is justification for the use of unmatched Federal funds to help the States in providing such services to meet their needs. There should be specific direction in the Social Security Act, therefore, that in alloting Federal funds from the unmatched portion of the grants under title V, the Federal Security Administrator shall take into account the health and welfare needs of children in migrant families.

MP

HOW SECURE IS YOUR SOCIAL SECURITY? AND WHAT DOES IT REALLY DO ABOUT OLD AGE, ILL HEALTH, UNEMPLOYMENT?

Insecure America

by LEO J. LINDER

RECEIVED
OCT 28 1948
Southern Regional Council

Published by the Progressive Party, 39 Park Ave., N.Y.C.

Elmer A. Benson, *Chairman* • Clark Foreman, *Treasurer*

Memo

December 6, 1948

TO: Whom It May Concern
FROM: Margaret Price
RE: Social Security Study

In 1946 Jim Slade and I made a study of social security in the South--manuscript in this folder. It was never published, nor used to any great extent. The table of contents gives the general outline and content of the study.

The folder also files tables which we constructed and used. Actually, most of them are out of date, but they may give the next researcher an idea of what to look for. Filed also are several pamphlets on social security, published by the Social Security Board.

In 1947 and 1948 I undertook at various times to bring the study up-to-date (although my efforts were mostly confined to comtemplation, I'm afraid). There is in the folder an outline of the study as I would re-do it.

The annual report of the Social Security Board (Federal Security Agency)--available from the regional office of the Board here in Atlanta--is an excellent source of general information; tables in the back of the report give figures for each state. The monthly Social Security Bulletin, available in Carnegie Library, is also a good source of information. So, too, are the various pamphlets published by the Board.

Jim and I also used annual reports of the departments of public welfare of the various states. These have to be requested from the state departments, but are free of charge.

Chap X - Labor in the South MR
NS Sept '45 - Ira Reid article

The Southern Regional Council, Inc.

63 Auburn Avenue, N. E.

ATLANTA, GA.

Received by J. O. Slade
From Waiter In Charge
Clarence Hammond
Washington, D. C .

Tr-I-4

BULLETIN Seaboard

No. 8 -10- 278 Tj

Washington,D.C.,
August 10,1943. B-120

To all Dining Car Stewards and Waiters-In-Charge:

Effective at once, portiere curtains are to be hung between stations 1 and 2 at all times between 6 A.M. and 10 P.M.

These curtains are to be pushed back against the wall until occasion arises for use of same.

You are also being provided with a "reserved" placard, which is to be placed on the two stations nearest the buffet at the beginning of each meal. These two tables are to be reserved for colored passengers until all other seats in the dining room have been occupied. When all other stations have been occupied, if no colored passengers have presented themselves the "reserved" cards may be removed and the tables used for white passengers.

If while the tables are occupied by white passengers, a colored passenger should present himself and request service, he is to be informed that he will be called as soon as seats reserved for their use are vacated. When such seats are vacated, the colored persons will be called and served in the space set apart for them, and no white passengers will be allowed in such space while colored persons are being served therein.

If colored passengers present themselved while this reserved space is occupied, you will also offer to serve them in the coach or the Pullman, as the case may be, promptly in event they do not wish to wait until the space which has been reserved for them is available.

Please acknowledge your understanding of these instructions by signing and returning promptly the lower portion of this letter.

E. M. Tucker,
Superintendent Dining Cars.

CC: All Supervisory Forces

Mr. E. M. Tucker,
Superintendent Dining Cars,
Washington, D. C.

Your bulletin No. 8-10-278, instructions reference portiere curtains, serving of colored passengers, etc., received and understood.

_____

BEFORE THE

INTERSTATE COMMERCE COMMISSION

BENJAMIN E. MAYS,	:
Complainant	:
v.	:
SOUTHERN RAILWAY SYSTEM	:
Defendant	:

COMPLAINT

Thurgood Marshall
69 Fifth Avenue
New York, New York

BEFORE THE

INTERSTATE COMMERCE COMMISSION

BENJAMIN E. MAYS,	:
Complainant	:
v.	:
SOUTHERN RAILWAY SYSTEM	:
Defendant	:

COMPLAINT

The complaint of the above-named complaintnant respectfully shows:

1. That complainant, Benjamin E. Mays, is a citizen of the United States, is a Negro, and resides at Morehouse College, Atlanta, Georgia. He appears herein as an individual complainant.

2. That the defendant, Southern Railway System, is a common carrier engaged in the transportation of passengers and property, wholly by railroad, between Atlanta, Georgia and points in South Carolina, North Carolina, Georgia and the District of Columbia; as well as points in various other states of the United States and as such common carrier is subject to the provisions of the Interstate Commerce Act.

3. That the defendant in violation of section 3,

clause 1, of the Interstate Commerce Act did give undue and unreasonable preference and advantage to certain white persons(whose names are to this complainant unknown) ; in this, that complainant on October 7, 1944, did purchase in Atlanta, Georgia, a round-trip ticket to and from New York, New York, over the defendant lines and other common carriers, and did pay therefor the rates demanded and received of first-class passengers for first-class accommodations; yet defendant did subject this complainant to undue and unreasonable prejudice and disadvantage in respect to transporting him as aforesaid in that on the same date, October 7, 1944, on train number 30 operated by defendants, announcement having been made throughout the train of defendant at about 5:45 p.m. on the above date that dinner was being served and that the diner would be cut out at 7:45 p.m., complainant entered the dining car operated by the defendant on said train at about 7:00 p.m. and asked to be served dinner; that although complainant was conducting himself in an orderly manner and was ready and willing to pay all lawful charges for service in said diner and despite the fact that a four-seat table in said diner was unoccupied, the steward of said dining car acting pursuant to instructions of the defendant while serving white passengers refused service to complainant and ejected him from said diner by the use of force.

4. That the steward of said dining car acting pursuant to instructions of the defendant, while granting to all white persons (whose names are to this complainant unknown) service in said dining car under the direct control and management of defendant did refuse such service to complainant in said dining car solely because of the race and color of complainant.

5. That said action, causing undue and unreasonable advantage to white passengers, and causing undue and unreasonable prejudice to this complainant, is in violation of section 3, clause 1, of the Interstate Commerce Act.

6. That the defendant, claiming to act under authority of the statutes of the State of South Carolina (Sections 8396-8400, Civil Code, State of South Carolina), refused to permit complainant to be served dinner in the dining car operated by the defendant while in South Carolina despite the fact that complainant was the holder of a first-class ticket and despite the fact that dinner was served to white passengers holding identical first-class tickets before, during and after the time complainant presented himself for dinner. That the action of defendant was based on the fact that this complainant is a colored person and therefore causes undue and unreasonable advantage and privilege to white persons; and causes undue and unreasonable prejudice to this complainant and all

other colored persons who in the future will use as interstate passengers, the lines of the said defendant.

7. That by reason of the facts stated in the foregoing paragraph complainant has been subjected to the payment of fares for transportation which were unjust and unreasonable in violation of section 1 of the Interstate Commerce Act; and said complainant has been unjustly discriminated against in violation of section 2 of the Interstate Commerce Act; that said defendant's action is unduly and unreasonably preferential to some persons while at the same time being unduly and unreasonably prejudicial to this complainant in violation of section 3 of the Interstate Commerce Act; that the action of defendant in operating under the laws of South Carolina causes undue and unreasonable preference to some persons and undue and unreasonable prejudice to complainant and other persons in violation of Section 13 of the Interstate Commerce Act and the Fourteenth Amendment of the United States Constitution in denying to petitioner equal protection of the laws.

8. That by reasons stated in the foregoing paragraphs complainant suffered injury to his damage of $2500. Complainant desires that the hearing shall take place in Washington, D. C.

WHEREAS, complainant prays the defendant may be required to answer the charges herein; that after due hearing and investigation an order be made commanding said defendant to cease and desist from the aforesaid violations of the Interstate Commerce Act, and pay to complainant by way of reparation for the unlawful acts hereinbefore alleged, the sum of $2500 or such sum as in view of the evidence to be adduced herein, the Commission shall determine that complainant is entitled to as an award of damages under the provisions of said Act and that such other order or orders be made as the Commission may consider proper and just.

Dated at New York, New York

March 28, 1945

Thurgood Marshall
69 Fifth Avenue
New York, New York

Attorney

Tr-H-8

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel Incident - Crescent Limited Date: April, 1945

Informant:

Reporter: James S. Hadley Southern R.R.

A colored lawyer (in Washington, D. C.) insisted on riding in S3 (car for white) rather than S1 (for Negroes). In Alexandria police boarded the train and asked him to move to the colored coach, which he did. This happened in the month of April on the Crescent Limited.

Tr-H-2

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train travel incident Crescent Limited Southern RR. Date: May, 1945

Informant:

Reporter: James S. Hadley

A colored Pullman representative insisted on riding in the white car, and was arrested and placed in jail and fined in Danville, Virginia. (Crescent Limited)

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Aggravated Assault, Bus Station, Atlanta Date: June 13, 1945

Informant:

Reporter: Douglas Carter

Form 32 - 22 Offense No. AA8343
Atlanta Police Department Offense Report
June 13, 1945
xx Aggravated Assault
Victim's Name - Eva Eulin, 925 Spruce Street, Augusta, Ga.
Hit with hand
Time 3 A.M., June 13, 1945

Provocation or Justification — No
Small cut on right side of head. Grady Hospital — Dr. Gibson treated and dismissed.
Assigned to White and Taylor

28. State here any reason for believing the complaint false — no.

Bus driver's name not known.

Detailed Report: At 3 A.M. I was paged on the interphone at the Bus Station and talked to the victim who stated that she had inquired of one of the bus drivers just when the Augusta bus would leave. Driver told her to go into the waiting room and wait until the bus was called over the speaker. Victim stated that she started into the white waiting room through error and the bus driver grabbed her and turned her around and struck her on the head. Victim also stated that she is five months pregnant. I sent victim to Grady by Lt. Hooten where she was treated and dismissed by Dr. Gibson of Grady staff. Victim is leaving city to return to Augusta and does not desire to prosecute.

Respectfully,

L. E. Terrell
Patrolman

Tr-F-10

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Interview - Union Station Date: July 5, 1945

Informant: Red Cap

Reporter: James S. Hadley

This red cap says that there is no thought of discrimination or neglect of services when it is observed that they seem to cater more to the white than to the colored. It seems that they have compensation more in mind than anything else.

He says his boss tells him to serve the people and make no distinctions.

He has no complaint against this separate system.

Tr-R-9

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Interview - Union Station Date: July 5, 1945

Informant: Maid

Reporter: James S. Hadley

The maid states that there is no trained person employed to look after the colored women. The white traveler's aid lady looked after the white and sometimes the colored.

The Negro womens' restroom seemed comfortable and large enough.

Tr-F-1

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observation in Union Station Date: July 5, 1945

Informant:

Reporter; James S. Hadley

The Union Station is the latest passenger train station to be constructed in Atlanta, Georgia. The facilities are modern and much improved over those of the older Terminal Station. The railroads serviced are: the A B & C R.R., Georgia Railroad, N C & St. L. RR, and the L & N R.R. This station is small, but it is adequate for the business handled.

There are separate waiting rooms and entrances. The ticket office is placed between the two waiting rooms. With three ticket windows on the colored side, the purchasing of tickets by the colored passenger seems to present no problem at this time.

The restrooms for both sexes are clean, comfortable, and roomy. The waiting room will seat about 100 people comfortably. There are about 40 people in the room at this time. Both waiting rooms open into a general waiting area for both races. This seems to be one of the main friction points in this station.

No hot lunches are provided for colored; however, a small stand is set up in one corner for candy and cold sandwiches.

The order in the waiting is good. The policeman seems to spend all of his time there.

Tr-F-2

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observation in Union Station Date: July 7, 1945

7:00 to 10:00 pm

Informant:

Reporter: James S. Hadley

7:00 to 10:00 P.M.

These are the rush hours at this station. Both waiting rooms are crowded, and servicemen are present in large numbers.

Things seem to be pursuing a normal course except that quite a number of the servicemen express chagrin at the confusion caused by trying to find their respective places in the station.

The baggage check room is located in the general waiting area and serves both colored and white. Both line up and take their turns without any trouble.

The colored passengers are held back at the gate by the gateman as was previously stated in an interview.

There is a tendency on the part of both races to remain in the general waiting area rather than go into their respective waiting rooms.

The colored waiting room is fairly filled. The ticket clerks seem to be trying to serve both waiting rooms as efficiently as possible.

SOUTHERN REGIONAL COUNCIL, INC.

Segregation-Transportation Study

Subject: Interview, Atlanta Terminal Station Tickets Date: July 18, 1945

Informant: Redcap

Reporter: James S. Hadley

Owing to the large crowds in both races, the red caps say "first come, first served." He has been working here for one year. Everything works along fine except that colored have a hard time getting waited on at the ticket window. The clerks usually wait on the white first, and there is always a big crowd of white people at train time. The gateman don't want to let them down unless they have a pass or a ticket. The colored employees usually tell the people to get their tickets ahead of time so as to avoid this problem.

Tr-H-10

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Interview, Train Travel -Southern Date: July 25, 1945

Informant: Two male travelers, Union Station

Reporter: James S. Hadley

"We boarded the Southern for Washington, D. C. All of the seats were taken but two at the rear of the car. We took these seats. Awhile later the conductor passed through and asked us up saying that the seats were reserved for the conductor and the military policeman. We refused to get up, seeing that there were no other seats. After a brief argument, they left, saying that we would be evicted from the train. At the next stop two local policemen boarded the train and asked that the contested seats be pointed out to them. No one did so. The conductor and the military policeman could not be found. We continued the trip without further incident."

Tr-H-70

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Interview, Train Travel -Southern Date: July 25, 1945

Informant: Two male travelers, Union Station

Reporter: James S. Hadley

"We boarded the Southern for Washington, D. C. All of the seats were taken but two at the rear of the car. We took these seats. Awhile later the conductor passed through and asked us up saying that the seats were reserved for the conductor and the military policeman. We refused to get up, seeing that there were no other seats. After a brief argument, they left, saying that we would be evicted from the train. At the next stop two local policemen boarded the train and asked that the contested seats be pointed out to them. No one did so. The conductor and the military policeman could not be found. We continued the trip without further incident."

Inc-C-9

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Information Services at Terminal Station Date: July 31, 1945

Informant: Red Cap #22 at Terminal Station

Reporter: James O. Slade

When asked about service at the information window for Negroes, the red cap said: "Man, that's the worst place in the world. They don't want to talk to Negroes at all. That's why we guys (red caps) try to tell our folks what to do around here. We know more than some of those women over there anyhow."

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview 7/31/45 2. Time of Interview 2:30 P.M.
3. Place of Interview Terminal Station City Atlanta 5. State Georgia
6. Name of Informant Jenkins 7. Sex M 8. Race Negro
10. Address of Informant Unknown 9. Age App. 40
11. Occupation of Informant Dining Car Waiter
a. Company Southern b. Station Terminal
12. Interviewer J. O. Slade

Section II

INCIDENT:
Date Spring, 1945 Time
Place Between Wash.,D.C.&Atlanta Line Southern (going North)

"When 3 white soldiers and 1 colored soldier entered the diner and seated themselves at a table in the center of the car, the steward jumped 'salty'. He(the steward) rushed to them and said, "listen, you guys cannot have that Negro eat there with you. A lieutenant in the group spoke up. We have been fighting together, and eating together, for a long time. If he can't eat with us, we don't eat. Well, replied the steward, you don't eat, get going. The soldiers retired to the Pullamn in an orderly fashion, but most of the people in the car seemed to have silently disapproved the action of the steward."

Tr-J-8

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview 8/1/45 2. Time of Interview 2:00 P.M.
3. Place of Interview Terminal Sta. 4. City Atlanta 5. State Georgia
6. Name of Informant Mr. Henderson 7. Sex Male 8. Race Negro
10. Address of Informant _____ 9. Age _____
11. Occupation of Informant Dining Car Waiter
a. Company Southern b. Station Terminal
12. Interviewer J. S. Hadley

Section II

INCIDENT:
Date _____ Time _____
Place _____ Line _____

Dining car waiters receive their instructions from Washington, D.C. from Mr. Kouch. These instructions are written. The steward may or may not offer a few suggestions pertaining to the service.

The curtain is pulled back at the Potomac on the road to Washington.

The union in Atlanta is preparing a petition asking the company to allow the Negro servicemen to eat anywhere in the dining car and not apply the rule of the curtain to them.

The dining car waiters call everyone on the "first call."

They ask the Negroes to answer this call to assure them quick and satisfactory service.

The statement is included in the Southern Railway instructions for dining car waiters that "The curtain must <u>always</u> be drawn when Negroes are present in the dining car."

The railroad company is very particular about the strict observance of this rule.

The Negro passenger is very sensitive and seems to be expecting friction. He usually interprets trivial matters in terms of discrimination when they are only usual and ordinary.

Tr-F.11

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Interview - Union Station Date: August 1, 1945

Informant: Redcap

Reporter: James S. Hadley

This fellow seemed friendly enough and very willingly answere d the few questions I asked him. During the course of the conversation, I learned that he had been working there for three years. He said his bosses were considerate, and that the work was pleasant. He thought the main points of friction were to be found in the general waiting room. In this room, both races waited to go down to the trains.

An incident happened in this station only recently, (7/1/45) in the general waiting area. The redcap said, "The gateman out there is as mean as he can be. He holds the colored back until all the white people have goen down to the trains. On this day one of the red caps protested against this practice and was severely rebuked by the gateman. There was a big row over the matter and the redcap may lose his job. It has not been settled yet. The gateman still holds them back."

He says they do not receive instructions to neglect giving the colored the same service as they give whites. They do instruct them, however, to prevent the colored taxis from parking near the colored entrance. All parking space near the entrances is reserved for white.

The red cap went on to say that the same courtesy is not extended to both races. This ix one of the main points of friction. He says the Negro men will put up with discourtesy, but the women will not, These flareups are common everyday occurrences. He feels that many of these problems could be managed easily if colored officials were employed to handle colored passenger traffic.

Carbon
Clearcopy Onion Skin

Form A.
Number 1

INCIDENT MEMORANDUM
Southern

Section I

1. Date of Interview 8/1/45 2. Time of Interview 6:20 P.M.
3. Place of Interview At home 4. City Atlanta 5. State Georgia
6. Name of Informant Mr. Henry Jones 7. Sex M 8. Race Negro
10. Address of Informant 974 Palmetto Avenue 9. Age 49
11. Occupation of Informant Pullman Porter
a. Company Southern b. Station Terminal
12. Interviewer Douglas Carter

Section II

INCIDENT:
Date Recently Time 1945
Place Between Atlanta and N.Y. Line Piedmont Limited, (Southern)

Mr. Jones stated that during his entire employment with the Southern Railroad he has never received any instructions, verbal or written, about any of the policies relative to his work.

He stated that some conductors are very nice while others refuse to sell Pullman space to Negroes in that they're afraid that a great deal of trouble will come up causing a lot of correspondence. A number of Pullmans are sold in the state of North Carolina (lower 13 in most cases).

Mr. Jones further stated: "I'd rather not have colored passengers because so much friction comes up. It is hard to work with colored passengers in that they are sensitive to the pattern and resent the least little thing which might seem to be discrimination."

Incidents: 1. Recently a young college student was going to New York and all of the people treated her very nicely. (She was on the Pullman.)

2. A young colored lady and her little baby were going from Birmingham to Greensboro, N.C. They occupied "double four" with two white ladies and a little white boy. All got along fine.

3. A white woman with her little son left another car and came to his (Mr. Jones'(car because a Negro, Bishop Fountain, was in the one assigned to her.

4. Two young Negro women, one going to Tuskegee, Alabama and the other to Anniston, Alabama, were in "section ten." A white woman remarked to another, "I didn't know 'niggers' rode in Pullmans." The young colored lady going to Tuskegee had to wait an hour to be served in the diner in that the seats reserved for Negroes were taken by whites. "This happens quite often."

Comment

Mi-2-

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Military Police Cases involving Segregation Date: August 2, 1945

Informant:

Reporter: Douglas Carter

I went to the military police headquarters and asked about the cases in their file involving Negro soldiers and white civilians or military personnel and the cases involving white soldiers and Negro civilians or military personnel. The corporal with whom I talked stated that he had been in Atlanta since November 1944 and that to his knowledge only one or two cases had come across his desk. He stated that he was not at liberty to give out any information but would find out from a superior officer if he could direct me to the official who could give me the information that we wanted.

His superior gave him permission to give me the name of Mr. Wildberger, WAlnutt 6988. He wished the two of us luck in our study.

I talked to Mr. Wildberger at 4:30 P.M. over the telephone. He stated that he had some information which we might be able to use, but it was not left to him in giving out such information. He is to find out from superior officials this morning and call me this afternoon. He stated that the regional officer would have a greater amount of information concerning incidents in transportation.

Mi-G

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Police Cases involving Segregation Date: August 2, 1945

Informant: Mr. J. O. Young, Crime Bureau

Reporter: Douglas Carter

Mr. J. O. Young of the Crime Bureau in the police headquarters stated that there had been only a few incidents to come to his attention. He stated that verbal conflicts would not be on his record in that the persons involved would be fined and that would close that particular case. He is to have the cases he has in his files relating to our study by August 15.

M1-G-2

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Fulton County Daily Report Date: August 2, 1945

Informant:

Reporter: Douglas Carter

I made a subscription for the "Fulton County Daily Report." This should prove to be of importance in getting information about cases relative to our study.

Form C
Number _____

TN-A-1c

Observer's Check Sheet

Description of Facilities For Services to Passengers In a Given Station

1. Name of Station Atlanta Terminal 2. Year Built May 1905
3. Date Aug 2, 1945 4. Time 11:00 A.M.
5. City and State Atlanta, Ga
6. Observer Jas. S. Hadley — Jas. V. Slade
7. Waiting Room: White _____ Colored ✓ (check one)

I General Description of Waiting Room

A. Entrances and Exits

1. To streets different streets - yes
   a. ~~same~~
   b. Different ✓
2. To trains
   a. ~~same~~
   b. different ✓
3. Doors
   a. Number 2 double doors
   b. Type Wood - glass
   c. Condition of doors
      (1) in repair
      (2) need repair ✓
   d. location front - center

B. Signs: list, giving number, types, and wording, and location

Number _____

Type	wording	location
✓ Cardboard	Barber Shop downstairs	Near exit - down stairs Men's room
Neon	Railroad Tickets	Over ticket window
+ Cardboard	Resturant for Colored	Over entrance to resturant
✓ Lighted globe	Travelers Aid	Right center from entrance - on desk
✓ Metal	Telegrams - Direct wire Western Union	near ticket window
✓ Painted Over door	Ladies Restroom	Over entrance
Globe type	Public telephones	Over 2 booths

C. Relative positions of waiting room in station
1. Front
2. Center
3. Rear
4. Side ✓

D. Seating

1. Number of seats 6 double benches - 8 to a side
2. Type of seats
   a. Benches ✓
      (1) cushioned _____ (2) non-cushioned ✓ (3) wood ✓
      (4) metal _____ *(5) in repair ✓ (6) need repair ___
   b. Chairs _____
      (1) cushioned _____ (2) non-cushioned _____ (3) wood _____
      (4) metal _____ (5) in repair _____ (6) need repair ____

E. Ventilation

1. Windows
   a. Number 4 b. type regular c. manipulation OK.
   d. Condition
      (1) In repair ✓ (2) need repair _____
2. Other types of ventilation
   a. Skylights ✓ Number 1 type _____
   b. Fans none electric ✓ ceiling _____ portable _____ (Place number of each type after correct type)
   c. Air conditioning none
   d. Other (indicate) none

F. Heating

1. Units
   a. Number 5
   b. Location _____
   c. Types radiators
   d. Condition unknown - summertime
      (1) efficient _____ (2) inefficient _____

G. Lighting

1. Number	Types	Condition (adequate or inadequate)	Location
4	3 ceiling globe		ceiling
	1 regular		over ticket window

H. Size (approximate floor space or area) 90' x 40'

I. Walls

1. Type
   a. Tile ✓
   b. Plaster ✓ c. Other (list) _____ _____
2. Condition poor
   a. Paint ✓
   b. Plaster _____
   c. Tile ✓
   d. Other _____

J. Telegraph: Facilities present ✓; facilities not present ____

1. Types of Service
   a. Station ____
      (Location ____
      (2)Hours service available ____
      (3)Number of employees on duty at a given time ____
   b. Direct line to telegraph office ✓
      (1)Location near right center from entrance
      (2)Hours service available 24

K. Telephone: Facilities present ✓; facilities not present ____
1. Types of Service
   a. Booth
      (1)Number 2 (2)location Left Rear from entrance
   b. "Open" none
      (1) Number ____ (2)location ____
   c. Counter at which operator places calls for patrons none
      (1)Location ____
      (2)Number employees on duty at a given time ____

L. Travelers' Aid: Facilities present ✓; facilities not present ____
1. Location Right center from entrance
2. Designated hours for service ____
3. Personnel
   a. Number of employees on duty at given time 1
   b. Number of employees working part time none
   c. Number of employees working full time 2
   d. Number of student workers none

II. Ticket Office
A. General ticket office ____
1. Location Right rear from entrance
2. Type Enclosed booth
   a. Counter ____; length ____
   b. Window ✓; number of windows 3
3. Personnel
   a. Number of employees on duty at given time: ____male ____female ____race ____

B. Pullman ticket office
1. Location none
2. Type
   a. Counter ____; length ____
   b. Window ____; number ____
3. Personnel
   a. Number of employees on duty at given time: ____male ____female ____race ____

C. Other types of ticket windows (indicate) none
1. Location ____
2. Type
   a. Counter ____; length ____
   b. Window ____; number ____
3. Personnel
   a. Number of employees on duty at given tim : ____male ____female ____race ____

III. Information
A. Location Right rear from front entrance
B. Facilities
1. Windows ✓ 2. Counter
C. Personnel : Number 3 ; male ; female ✓ race white
D. Public Address System
1. Number of speakers 1 2. Location of speakers Over front entrance
3. Description of speakers approx. 9"X 12" - Wood
Omegaphip - Atl. Terminal Co.

IV. Restaurant
A. Location Near left rear entrance
B. Facilities
1. Counter ✓
a. Type metal top b. Number of seats 14
2. Tables
a. Types metal top b. Number 10
c. Seating capacity 4
C. Personnel
1. Number(total) 2 Waitresses ✓ ; waiters
General help .
2. Male 3. Female ✓ 4. Race Negro
D. Appointments
1. Walls: Type tile-plaster Color Cream-Brown
2. Ornaments: List
none
3. Signs: Number 2

Type	Wording	Location
Cardboard	No Smoking or Drinking allowed	On wall near Counter
Metal lettered	Menu	On wall behind counter

4. Lighting
a. Number of units 4 b. Types of units 2 globe - 2 regular
c. Location of units ceiling suspended
d. Condition
(1) in repair ✓ (2) need repair
5. Ventilation
a. Windows ✓
(1) number 10 (2) types regular (3) Manipulation ok.
(4) condition
(a) in repair ✓ (b) need repair
b. List other types of ventilation none
6. Authorization
a. rating
(1) kind None
b. ownership
(1) station (2) concession
Inlaid linoleum - in repair

V. Rest Rooms
A. Women's Rest Room
1. Location Southwest corner of Waiting Room
2. Divisions

2. Divisions
   a. Lounge ✓
      (1) Size (approximate) 8 X 10
      (2) Seats: total number of seats 4
         (a) Types of seats — number
            benches — 2
            Cushion benches — 2
      (3) Babies' beds: number 2 ; type Wooden ; condition in rep.
      (4) Ventilation
         (a) Number of windows 2 types regular Condition good
         (b) Air conditioned none
         (c) Electric fans none number ____ type ____ condition ____
      (5) Lighting
         (a) Number of units one types bulb condition –
      (6) Heating
         (a) Number of units one types rad. condition good
      (7) List other facilities
         other
         baby high chair
   b. Wash room
      (1) Size (approximate) 10 X 14
      (2) Number of wash basins two
      (3) Number of toilets (total) 6
         (a) Number of free toilets 2 b. Number of pay toilets 4 (c) cost .05
      (4) Number of mirrors one
      (5) Towel service: types none number ____
      (6) List other facilities maid lockers (4)
         Wooden Chest 1 chair trash can
      (7) Ventilation
         (a) Number of windows 1 type regular condition good
         (b) Air conditioning none
         (c) Electric fans ~~none~~ number ____ type ____ condition ____
         (d) Other (indicate type) ____
      (8) Heating
         (a) Number of units 1 (b) type of units (c) condition ____
   3. Maid Service Available one
      a. Number of maids on duty at a given time ____
      b. Hours at which service is available ____

B. Men's Rest Room
   1. Location Basement
   2. Divisions
      a. Lounge none
         (1) Size (approximate) 35' X 18'
         (2) Seats: total number ____
            (a) Types of seats — Number

(3) Ventilation
(a) Number of windows; 2 ; type regular condition _____
(b) Air conditioned none
(c) Electric fans none number _____ type _____ condition _____
(4) Lighting
(a) number of units 6 (b) types ceiling suspended (c) condition ok
(5) Heating
(a) Number of units _____ type of units _____ condition _____
(6) List other facilities Maintenance sink for mops, etc Maintenance cabinet

b. Wash Room (no separate wash room)
(1) Size (approximate) _____
(2) Number of wash basins 3
(3) Number of toilets (total) 7
(a) Number of free toilets 3 (b) number of pay toilets 4 cost _____
(4) Number of mirrors 1
(5) Towel service: types None number _____
(6) List other facilities _____

(7) Ventilation
(a) Number of windows: 2 type regular condition ok
(b) Air conditioning None
(c) Electric fans: none number _____ type _____ condition _____
(d) Other (indicate type) _____
(e) Heating
(a) number of units _____ (b) type of units _____ (c) condition _____

3. Porter service available none
a. Number of porters on duty at a given time _____.
b. Hours at which service is available. _____

VI. Baggage
A. Station Baggage Room
1. Location Passage way to general waiting area
2. Divisions Atlanta Baggage & Cab Co. Outgoing Baggage, Hand Baggage delivered Here, Parcel Check Room
3. Personnel (number on duty at a given time) _____
B. Public lockers
1. Location In Passageway between Waiting Rooms & Trains
2. Number 132
3. Types Steel
C. Other checking services
1. List Parcel Check Room
2. Location In Passageway
3. Types Window type
4. Personnel (number on duty at a given time) _____

VII. Miscellaneous
A. Water Fountain ✓
1. Number 1
2. Location waiting room
3. Types _____
4. Condition: in repair ✓ ; need repair _____

B. Clocks ✓
1. Number ~~3~~ 2 outside waiting rooms. 1 inside Colored [waiting room
2. Location Over exit to trains from white waiting room
3. Types electric ||| and ceiling near gate #1

C. Commodities for sale (check those sold in waiting room):
1. Newspapers ✓ ✓
2. Magazines ✓ ✓ ✓ (in White W.R.)
3. Funny books ✓ ✓
4. Post cards ✓
5. Fruit
6. Smokes ✓
7. Candies ✓
8. Sodas, ice cream, etc. ✓
9. Souvenirs ✓
10. List others Coca Cola Machine Shoe shine stand - Negro
Shakes, stamps, peter machine & newspaper

D. Other facilities (check, giving number, location, whether in waiting room or general waiting area or in ante-room)
1. Photo booth 1 in WAITING area (operator colored) 1 in passage-way
2. Juke boxes NONE
2 3. Scales 1 in waiting area 2 in passageway, 1 in waiting room
4. Soft drink machines 1 in Waiting area, 1 in passageway, 1 in colored waiting room
5. Candy machines NONE
6. Shooting galleries none
7. Chewing gum machines ?
~~2~~ 1 in W.R. 2 in ante 8. Movie machines 1 in passageway 1 in waiting area, 10 peep "Soundy"
9. Trash containers
6 cig. vending 10. Others (list) Western Union direct wire.

VIII. General waiting area between waiting room and gates to carriers

A. Seating
1. Number 2. Types Benches (wooden)
3. Signs relative to seating: wording: No signs on seating
B. Signs at gates: wording
"Colored" at entrance to USO

IX. Carriers

A. Differences in distance from gates to carriers for each race
1. White—distance
2. Negro—distance

X. Public and private transportation facilities available to passengers to and from station
A. White
1. Distance to taxi
2. Distance to street cars and busses
3. Distance to station parking space
B. Negro
1. Distance to taxi Taxi stand in front of entrance
2. Distance to street cars and busses
3. Distance to station parking area
C. List taxi rules and regulations

Mr. G.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Military Police Cases Involving Segregation Date: August 3, 1945

Informant: Colonel Willis M. Everett, Jr.

Reporter: Douglas Carter

Friday morning, August 3, 1945, I talked to Colonel Tyler, Public Relations Officer, Fourth Service Command, Room 520, Old Post Office Building. He stated that he didn't know whether he could give out information or not. Then he called up a Colonel Willis M. Everett, Jr. Colonel Everett wanted to know the personnel of the Southern Regional Council. This was given and finally he wanted to talk directly with me.

He then asked me about the personnel of the Council and finally he stated that he could not give out any information. He thought that we could get such information from Negro papers and other periodicals. I thanked the good man.

I then asked him about agreements made between military police and local police. He said that they had made no agreements and that the military authorities' policy was to get the service men out of the local police hands as soon as possible.

When asked how the question of race was handled by the army, Colonel Everett stated, "Hell, we treat them all the same." He stated that the army did not discriminate and that sometime ago he was talking with General Benjamin Davis and that General Davis stated that it was not the policy of the army to change local customs, but to work within them.

I then asked the Colonel to call the Council if he should find himself able to give out any information that we might be able to use.

Colonel Everett is on the Board of Trustees at Clark College.

Tr-H-11

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Macon Terminal Station Date: August 3, 1945

Informant:

Reporter: James S. Hadley

There is a large, adequate waiting room for colored. The minimum time to purchase tickets by colored is 15 minutes. It seems that only one man in the ticket office handles colored purchasers. He is very lax about this. He is out of sight in an adjoining room, and the other man will not wait upon colored whether he is busy or not.

The Macon Terminal Station Restaurant for colored is a room in which there is a counter and three broken stools. There are no tables, and nothing else to indicate that it is a restaurant.

The men's rest room: The two wash basins cannot be used. They are clogged up with dirt and filth. They have possibly been used as urine basins. The toilets are unsanitary in every way.

Tr-H-19

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Macon Terminal Station Date: August 3, 1945

Informant:

Reporter: James S. Hadley

There is a large, adequate waiting room for colored. The minimum time to purchase tickets by colored is 15 minutes. It seems that only one man in the ticket office handles colored purchasers. He is very lax about this. He is out of sight in an adjoining room, and the other man will not wait upon colored whether he is busy or not.

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Tr-H-11

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel - Atlanta to Chattanooga Date: August 3, 1945

Informant: Southern

Reporter: Douglas Carter

I left Atlanta at 2:30 P.M. Eastern War Time on Southern Railroad's local. The train has two passenger cars, one for white and one for colored. The car for colored was an old model. It had unmovable type chairs. In the main part of the car there were 24 seats and space for 8 bags of average size. The conductor used the last two seats on the right side of the car.

When the train stopped at Austell, Georgia, the conductor was off the car. A colored lady came in and took the seat which the conductor had used. When the conductor came back he asked the lady to move into another seat.

There were individual drinking cups for the passengers, but the water was not cold. In the men's toilet the water tank's top was opened whereas germs and trash could easily get into the water. The men's toilet was very dirty, without any services. Going from the main part of the car into the small compartment, a sign, "Men" was over the door. In this partNegro women sat also as there was no available space in the other part of the car. The flagman and another employee (white) used four of the 12 seats in this section.

In the main section of the car, the ladies' lounge had a sign on the door, "Closed, Out of Order, Porter." I looked into this lounge and I found candy, cakes, and drinks. The porter sold these to the passengers for double price.

The flagman, conductor, and two other white employees sat in the Negro car and passed through often getting water out of the Negro water fountain.

Due to low clouds at 5:30 P.M. it became dark on the train. Lights were turned on in the white coach, but not in the Negro coach. For about five minutes the conductor, flagman, porter, and another white employee played and talked together in the Negro coach.

At one time the other white employee talked to one of the Negro women passengers. He left shortly as she had little to say to him.

The Negro car was air-conditioned.

The white car was of a modern type with reclining chairs. The porter stated that it had about 65 seats, but there were at least 75 seats on the car. The car was not crowded.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observation in Atlanta Terminal Station Restaurant Date: August 3, 1945

Informant:

Reporter: James S. Hadley

A colored man came into the restaurant and said, "Lady, I'm hungry. Me and my family haven't had anything to eat since yesterday morning. I want to carry dinner out." She replied, "You'll have to wait. I haven't any paper plates." I asked this man where his family was. He replied, "They are in the waiting room." I told him to bring them in and be served. He looked at me in a sumbus sort of way and departed. A few minutes later they all came in and were served. It seems that he was used to taking all food out of restaurants. The situation was a pitiful one.

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Tr-H-22

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Trip from Atlanta, Georgia to Macon Date: August 3, 1945

Informant: Central of Ga.

Reporter: James S. Hadley

The Central of Georgia was boarded in the Atlanta Terminal Station for Macon, Georgia on Friday, August 3, 1945.

The colored porter boarded the passengers, and took up the tickets. The train was made up of one mail car, one baggage car, and two coaches: ½ regular coach for Negroes, and 1½ coaches for whites.

The colored coach had been newly reconditioned and painted. There were new seats, new window shades, clean floors and windows, ice water and individual paper cups. The coach is air-conditioned and sealed. The smoker compartment was outfitted in new leather upholstery.

31 colored people boarded the train in the station. There were 36 regular seats and 8 seats in the smoker.

From outside observation on the platform, the whites seemed to have about the same number of vacant seats in their cars as the Negroes.

The car became loaded in Barnesville. Only two people stood. The white car was about the same. (I got off and walked platform.)

Tr-J-7

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview 8/3/45 2. Time of Interview 7:30 P.M.
3. Place of Interview 2415 S. Broad. City Chattanooga 5. State Tennessee
6. Name of Informant Roy Stamper 7. Sex M 8. Race Negro
10. Address of Informant Rt. 3, White Row, Rossville, Ga. 9. Age 28
11. Occupation of Informant Dining Car Waiter
a. Company Southern b. Station Terminal
12. Interviewer Douglas Carter

Section II

INCIDENT:
Date Recently Time 1945
Place Chattanooga, B'ham, Wash. Line Nol 17 and No. 18

He stated that he had received a written order stating that curtains should not be pulled at the two tables reserved for Negroes when they were taken by armed forces personnel. He received his orders from Supt. L. M. Carswell at the Southern Railroad Station in Chattanooga.

He served all Negroes the same as he serves whites. Different stewards have different attitudes. A group of dining car waiters went to the Supt. about not pulling the curtains on the servicemen, so they are not pulling them now. If the group is mixed, the curtains are pulled.

Form C
Number_____

Tr-D-1a

Observer's Check Sheet

Description of Facilities For Services to Passengers In a Given Station

1. Name of Station Union 2. Year Built

3. Date August 3, 1945 4. Time 11 p.m. –

5. City and State Atlanta, Georgia

6. Observer Margaret Price

7. Waiting Room: White ✓ Colored (check one)

I General Description of Waiting Room

A. Entrances and Exits

1. To streets
   a. same
   b. different ✓ white opens to Forsyth –
2. To trains
   a. same
   b. different ✓ white waiting room opens to hall with 1 bench (2 seats) 2 tables
3. Doors
   a. Number 3
   b. Type glass
   c. Condition of doors
      (1) in repair ✓
      (2) need repair
   d. Location at front, station, opening to street

B. Signs: list, giving number, types, and wording, and location

Number

Type	Wording	Location
painted	Military Train Reservations and Information	at Military Reservation booth
painted	Military Police	" " Police "
painted	Traveler's Aid - USO Information	" Traveler's aid board
neon	Telephones	over telephones
5 tin signs	Telephone	" each "
tin	Eastern War Time	over clock
tin	check Here	over lockers
neon	To trains - parcel check - baggage	under arch painting
tin	Telegrams - direct to Western Union	over telephone
2 neon	information	over inf. window
concrete	Tickets	over ticket "
painted on frame	Negro waiting room	over rest room
neon	colored waiting room	

C. Relative positions of waiting room in station
   1. Front ✓
   2. Center
   3. Rear
   4. Side

White waiting room – above doors opening from general area 1 pointing to window

D. Seating

1. Number of seats 8 sets of benches, 20 to a set; 1 set, 6 to set; 1 set, 2 to set — 168
2. Type of seats
   a. Benches ✓
      (1) cushioned _____ (2) non-cushioned ✓ (3) wood ✓
      (4) metal _____ (5) in repair ✓ (6) need repair ____
   b. Chairs _____
      (1) cushioned _____ (2) non-cushioned _____ (3) wood _____
      (4) metal _____ (5) in repair _____ (6) need repair _____

E. Ventilation

1. Windows
   a. Number 13 b. type center panel open c. manipulation (done by station attendants)
   d. Condition
      (1) In repair ✓ (2) need repair _____
2. Other types of ventilation
   a. Skylights no Number _____ type _____
   b. Fans ~~none~~ electric _____ ceiling _____ portable _____ (Place number of each type after correct type)
   c. Air conditioning no
   d. Other (indicate) —

F. Heating

1. Units
   a. Number 3
   b. Location at each side of station, 2 above rest rooms, 1 above ticket window
   c. Types hot air ventilators
   d. Condition
      (1) efficient _____ (2) inefficient _____

G. Lighting

1. Number	Types	Condition (adequate or inadequate)	Location
10	drop globes	(were not turned on	ceiling -
1	fluorescent	good	at Military Reservation branch

H. Size (approximate floor space or area) 40 X 20

I. Walls

1. Type
   a. Tile _____
   b. Plaster _____ c. Other (list) marble + plaster — half & half
2. Condition
   a. Paint _____
   b. Plaster _____
   c. Tile _____
   d. Other good - not cracking or peeling

J. Telegraph: Facilities present ✓ ; facilities not present _____

1. Types of Service
   a. Station no
      (1) Location _____
      (2) Hours service available _____
      (3) Number of employees on duty at a given time _____
   b. Direct line to telegraph office 2
      (1) Location at back of station
      (2) Hours service available 24

K. Telephone: Facilities present ✓ ; facilities not present _____
1. Types of service
   a. Booth
      (1) Number 5 (2) location at right side of station as enter
   b. "Open" none
      (1) Number _____ (2) location _____
   c. Counter at which operator places calls for patrons no
      (1) Location _____
      (2) Number employees on duty at a given time _____

L. Travelers' Aid: Facilities present ✓ ; facilities not present _____
1. Location at right side of station as enter
2. Designated hours for service not designated except by sign which reads; When travelers aid not there, call MA. 1413
3. Personnel
   a. Number of employees on duty at given time none at time of observation
   b. Number of employees working part time _____
   c. Number of employees working full time _____
   d. Number of student workers _____

II. Ticket Office
A. General ticket office ✓
1. Location at left of waiting room as enter station
2. Type
   a. Counter _____ ; length _____
   b. Window ✓ ; number of windows 4
3. Personnel
   a. Number of employees on duty at given time: 4 male _____ female ___ race W
   (12:20 p.m.)

B. Pullman ticket office
1. Location no
2. Type
   a. Counter _____ ; length _____
   b. Window _____ ; number _____
3. Personnel
   a. Number of employees on duty at given time: ___ male ___ ; female ___ race ___

C. Other types of ticket windows (indicate) Military & train reservations and information
1. Location at back right as enter station
2. Type
   a. Counter ✓ ; length about 6 ft
   b. Window _____ ; number _____
3. Personnel
   a. Number of employees on duty at given time: 1 male 1 ; female 2 race white

III. Information

A. Location at side left as enter station - next to ticket window

B. Facilities

1. Windows _____ 2. Counter ✓

C. Personnel: Number 1; male _____; female ✓ race W

D. 1 Public Address System

1. Number of speakers 2 2. Location of speakers on at each side Waiting room

3. Description of speakers wooden, with fabric center

IV. Restaurant

A. Location just behind waiting room - opening to waiting room

B. Facilities

1. Counter ✓

a. Type marble b. Number of seats 11

2. Tables 7

a. Types sixes, 2 fours b. Number 7

c. Seating capacity 28

C. Personnel

1. Number (total) 10 Waitresses 7 (negro); Waiters 1 (negro) 2 cashiers (white)

General help _____

D. Appointments

1. Walls: Type plaster-marble color green and grey

2. Ornaments: List ceiling painted lines

3. Signs: Number 4

Type	Wording	Location
painted	Drink Coca-Cola	over soda fountain
lettered	cashier	over cash register
not lettered	Please do not hold booth	side right wall
lettered	notice to public - all	"
	employees have health cards	

4. Lighting

a. Number of units 5 b. Types of units ceiling globes

c. Location of units ceiling

d. Condition

(a) in repair ✓ (2) need repair _____

5. Ventilation

a. Windows 2

(1) number 2 (2) types do not open (3) manipulation _____

(4) condition

(a) in repair _____ (b) need repair _____

b. List other types of ventilation 6 ceiling fans

6. Authorization

a. rating none

(1) kind _____

b. ownership

(1) station _____ (2) concession Union News

V. Rest Rooms

A. Women's Rest Room

1. Location to right side, station as you enter

2. Divisions
   a. Lounge ✓
      (1) Size (approximate) 15 x 16
      (2) Seats: total number of seats 17
         (a) Types of seats — number
            leather sofa — 1
            leather chairs — 2
            wooden rockers — 4
            wooden straight chairs — 5
            leather couch — 1 (1 made bed)
      *(3) Babies' beds: number 2; type bassinet; condition good
      (4) Ventilation
         (a) Number of windows 2; types middle panel opens; condition good
         (b) Air conditioner no
         (c) Electric fans no number ____ type ____ condition ____
      (5) Lighting
         (a) Number of units 5 type 4 ceiling globes, 1 floor lamp; condition good (floor lamp out of order)
      (6) Heating
         (a) Number of units 2 type radiators condition —
      (7) List other facilities
         2 smoking stands; 2 spittoons; 1 water fountain; 2 tables; 2 hatracks; 1 screen; 2 pictures (scenes seen from N.R. windows); 1 sign "patrons"; 1 baby's play pen; 2 children's chairs; 1 baby's high chair; draperies at windows; venetian blinds; 1 electric clock (E.S.T)
   b. Wash room ✓
      (1) Size (approximate) 11 x 12; 11 x 4 —
      (2) Number of wash basins 3
      (3) Number of toilets (total) 5
         (a) Number of free toilets 2 b. Number of pay toilets 3
         (c) Cost. 5¢
      (4) Number of mirrors 3
      (5) Towel service: types roller (paper) number 1
      (6) List other facilities 2 soap dishes; 2 straight chairs; 1 table; 1 hat and coat rack; 2 waste baskets; 2 lights over mirrors; 2 ceiling globes lights
      (7) Ventilation
         (a) Number of windows 1 type middle panel opens; condition good
         (b) Air conditioning no
         (c) Electric fans no number ____ type ____ condition ____
         (d) Other (indicate type) ____
      (8) Heating
         (a) Number of units 1 (b) type of units radiator (c) condition ____
3. Maid Service Available (no maid on duty at time of observation)
   a. Number of maids on duty at a given time ____
   b. Hours at which service is available ____

B. Men's Rest Room
   1. Location ____
   2. Divisions
      a. Lounge No
         (1) Size (approximate) ____
         (2) Seats: total number ____
            (a) Types of seats — Number

(3) Ventilation
(a) Number of windows;____; type_____;condition_____
(b) Air conditioned_____
(c) Electric fans_____Number, size ;type_____condition_____
(4)Lighting
(a)number of units_____(b)type_____(c)condition_____
(5) Heating
(a)Number of units_____;type of units_____condition_____
(6) List other facilities_____

b. Wash Room_____
(1) Size (approximate) 8 x 24
(2) Number of wash basins 4
(3) Number of toilets(total) 5 - 4 urinals (1 out of order)
(a)Number of free toilets 1 locked (b)number of pay toilets 4 cost 5¢
(4) Number of mirrors 4
(5) Towel service: types roller towel ;number 1
(6) List other facilities 11 wall and hangers 4 spittoons

(7) Ventilation
(a) Number of windows: 2 type high (at top of room) condition no manipulation
(b) Air conditioning —
(c) Electric fans: — number_____type_____condition_____
(d) Other (indicate type) Cold air register with fan
(e) Heating
(a) number of units 1 (b)type of units steam (c)condition —

3. Porter service available_____
a. Number of porters on duty at a given time_____
b. Hours at which service is available._____

VI. Baggage
A. Station Baggage Room
1. Location in general waiting area
2. Divisions parcel check - baggage check
3. Personnel(number on duty at a given time) 2 (10 o'clock)
B. Public lockers
1. Location on front wall, waiting room | General waiting area
2. Number 2 sets, 8 each - 16 | 1 group, 32
3. Types metal - 10¢ key service | metal - 10¢ key service
C. Other checking services
1. List: _____
2. Location_____
3. Types_____
4. Personnel (number on duty at a given time)_____

VII. Miscellaneous
A. Water Fountain ✓
1. Number 1
2. Location hall to general waiting area
3. Types hand manipulation - fountain type - no cups needed
4. Condition: in repair ✓; need repair_____;

B. Clocks ✓
1. Number 2
2. Location one at each side, Waiting room - 1 above telephone, 1 above ticket window
3. Types electric - E. W.T.

C. Commodities for sale (check those sold in waiting room):
1. Newspapers ✓
2. Magazines ✓
3. Funnybooks ✓
4. Post cards ✓
5. Fruit
6. Smokes ✓
7. Candies ✓
8. Sodas, ice cream, etc. ✓
9. Souvenirs ✓
10. List Others hit any sheets - novelties - sandwiches, etc

(these are available to waiting room customers but are sold in connection with restaurant

D. Other facilities (check, giving number) location, whether in waiting room or general waiting area or in ante-room)
1. Photo booth
2. Juke boxes
3. Scales 1 - waiting room - 1 - hall to general waiting area
4. Soft drink machines
5. Candy machines
6. Shooting galleries
7. Chewing gum machines
8. Movie machines
9. Trash containers 1
10. Others (list) 1 table; 1 table for Christian Science literature, 3 American flags; 6 cigarette extinguishers - waiting room 1 spittoon - hall to general waiting area

2 peanut machines

VIII. General waiting area between waiting room and gates to carriers

A. Seating
1. Number — 2. Types
3. Signs relative to seating: wording: —

B. Signs at gates: wording 'Watch your step'

IX. Carriers

A. Differences in distance from gates to carriers for each race
1. White--distance
2. Negro--distance

X. Public and private transportation facilities available to passengers to and from station
A. White
1. Distance to taxi about 15 feet
2. Distance to street cars and busses about 242 to street car
3. Distance to station parking space about 10 feet
B. Negro
1. Distance to taxi
2. Distance to street cars and busses
3. Distance to station parking area
C. List taxi rules and regulations

* V A 2 a (3) Crib service sponsored by Atlanta Council of Church Women - clean linen supplied by maid on request

1 desk 10 x 20

1 telegraph desk

11 office

6 waiters
1 cashier W
1 cook

1 panel check

1 panel check
1 baggage check

1 bag

bed 2 d
8 x 4

Tr-H-12

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train trip from Macon, Georgia to Atlanta - Southern Date: August 4, '45

Informant:

Reporter: James S. Hadley

I boarded the train in Macon, Georgia at 4:00 P.M. EWT. It was a Southern railway train. There were ten coaches in the train, one for colored. There were 34 double seats, with ten seats in the smoker. A colored porter boarded passengers. This was a very old car, in need of painting, dirty. There was one small electric fan in each end of the car. There was no water at one end of the car. The coach was crowded and one water(hot) fountain was very congested. The trip progressed without incident.

Tr-H-14

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel Observation Date: August 5, 1945

Informant: Seaboard

Reporter: Douglas Carter

A train pulled by engine No. 241 of the Seaboard Railroad. This train had about ten white passenger cars behind two Negro passenger cars. There was a half-car with white people in front of the two Negro cars. (Union Station Yards.)

Clearcopy Onion Skin
MADE IN U.S.A.

Tr-H-

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel - Chattanooga to Atlanta Date: August 5, 1945

Informant: N.C. & St.L.

Reporter: Douglas Carter

Nashville, Chattanooga, and St. Louis Railroad.

This train left Chattanooga at 3:05 A.M. There were three cars for passengers on the train. The Union News man sold pillows to the Negro passengers for $.25.

The Negro car was divided into two compartments. All of the Negro passengers were in one of these parts when I got on. In the other part one white man slept and the rest of the seats were vacant.

The conductor told the Negro passengers to turn the seats so all of the Negroes could be seated. When he found that the seats were too few he then allowed some of the Negroes to go into the other part of the car.

The car did not have reclining chairs, but it was in a clean condition. The water was cold. The conductor was very courteous and asked, "Tickets, Please."

The other two cars were for white people and I could not tell the type they were.

Note: On the trip to Chattanooga Negroes and whites entered at the same point, turning left and right respectively.

On the trip coming back Negroes and whites entered at separate points.

Tr-F-7

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Ticket Window, Union Station, Atlanta Date: August 5, 1945

Informant:

Reporter: Douglas Carter

About 13 Negroes were standing at the two ticket windows in the Negro waiting room. No one was waiting on them. The three ticket sellers were waiting on the whites only. I asked one Negro had they waited on any Negroes, and he said, "No, they are waiting on the white people first."

Tr. H-13

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: General Observation on Round Trip to Birmingham, Alabama Date: August 4-6, 1945

Informant: Seaboard + Southern

Reporter: James O. Slade

Railroad: To Birmingham via Seabord, from Birmingham via Southern
Hours in Transit: Left Atlanta August 4, 7:25 A.M.; arrived Birmingham 3:30 P.M.
Left Birmingham August 5, 11:00 P.M.; arrived Atlanta August 6, 5:50 A.M.

Seaboard:

The service rendered at the ticket office when ticket was purchased for this trip to Birmingham was prompt and courteous.

The colored passengers were boarded by the colored porter, who was presented each ticket.

The accommodation for colored consisted of a half coach, the front half being a baggage section, and a compartment of the next coach, immediately to the rear of the baggage-passenger coach. Whites were seated in the second compartment of this second coach.

At no time during the trip were there standers in either coach. At some points along the way, there were as many as six vacant seats in each compartment for Negroes.

The conductor took the tickets while a military policeman looked on and the Negro porter issued paper checks to passengers as their tickets were taken.

The conductor was ordinarily courteous to passengers.

No friction or tension was observed on this trip.

Both compartments were unclean. The porter swept the first compartment just before entering Birmingham. Seats were literally covered with cinders and in general rundown condition.

Ventilation was by openings at ceiling of car, by open windows, and one small regular type located near entrance to baggage section of car.

During a heavy rain the car leaked at two points near entrance to baggage section.

In the first seat in the compartment or section adjacent to baggage section sat a white trainman during most of the trip.

The drinking water supplied was not cool.

Both men's rooms were very unsanitary. In the toilet in the first compartment no water was available in wash basin or commode.

When the train arrived in Birmingham, the porter assisted the passengers, particularly the ladies, in unloading.

At the end of the concourse leading to the waiting rooms segregation signs were observed. Over the steps leading to the right was a sign: TO WHITE WAITING ROOM. Over the steps leading to the left: TO COLORED WAITING ROOM.

On the return trip to Atlanta, entrance to concourse and trains was made through a special gate provided for colored. No gateman was on duty at the gate for colored. At the gate for whites was a gateman.

A Negro porter assisted in the loading of Negro passengers. A portion of the baggage car and a compartment of the next car were provided for colored.

Seating facilities were ample during the course of the trip. Some seats were vacant.

The compartment adjacent to baggage section was generally clean and air-conditioned. The train porter explained that: "Negroes get a break with air-conditioning in car because the baggage men (white) refuse to ride in hot cars." The other compartment provided for colored was a "hot car," ventilated by windows.

Separate toilet and wash room facilities were provided in the first compartment for Negroes. Both were in sanitary condition. Liquid soap and paper towels were available. The men's toilet, including wash basin, in the second compartment was generally untidy.

Lighting was adequate in first compartment, inadequate in the second.

The conductor was courteous and helpful to Negro passengers.

The concessionaire made frequent visits to coaches for colored.

White trainmen did not occupy seats in coaches where colored passengers sat.

The trip was without unfortunate racial incident. Most of the Birmingham to Atlanta passengers slept for a number of hours.

In Atlanta, the porter assisted in the unloading of colored passengers.

Tr-R-5

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Pullman Tickets at Union Station Date: August 7, 1945

Informant: N.C. & St.L. - Joint Ticket Office

Reporter: James S. Hadley

I was told by the redcap that I could purchase Pullman tickets to St. Louis at the ticket window. I was told there that I would have to go to the joint ticket office in the Piedmont Hotel.

The clerk told me I could not get a reservation now or up until the 13th. I remarked that the next date would be satisfactory. She stated that she could not give me a reservation beyond that date today. I asked her when were reservations made for the 14th. She said that would be tomorrow. I told her I would be in.

Mr. Slade called for a Pullman reservation (August 7, 1945) and was told he could have a lower berth to St. Louis (N.C. and St.L.) on August 9, 1945. This reservation I was refused.

Tr-D-10

Form C
Number_____

Observer's Check Sheet

Description of Facilities For Services to Passengers In a Given Station

1. Name of Station Union Station 2. Year Built 1929
3. Date 8/7/45 4. Time 11:10
5. City and State Atlanta, Georgia
6. Observer Hadley and Carter
7. Waiting Room: White_____ Colored ✓ (check one)

I General Description of Waiting Room

A. Entrances and Exits

1. To streets yes
   a. same
   b. different ✓
2. To trains
   a. same
   b. different ✓
3. Doors
   a. Number ✓
   b. Type Double swinging
   c. Condition of doors
      (1) in repair ✓
      (2) need repair
   d. Location South-West opening into small vestibul

B. Signs: list, giving number, types, and wording, and location

Number_____

Type	Wording	Location
Neon	To train Parcel Check Baggage Taxi Cab	South-east wall
Neon	Information	over information window
Metal lettering	Tickets	over ticket window
Small Painted sign 10x4	Coupons and Service not Rendered in this Office	over ticket window
Gold Print	Men	on Men's Rest Room Door
Gold Print	Women	on Women's Rest Room Door

C. Relative positions of waiting room in station
1. Front
2. Center
3. Rear ✓
4. Side ✓

* To our patrons and friends
We want make you feel at home. Our rules are to help you not annoy you, If you have any complaints tell us about them.

D. Seating

1. Number of seats 60
2. Type of seats
   a. Benches ✓ Double side with individual arm rests.
      (1) cushioned ____ (2) non-cushioned ✓ (3) wood ✓
      (4) metal ____ (5) in repair ✓ (6) need repair ____
   b. Chairs ____
      (1) cushioned ____ (2) non-cushioned ____ (3) wood ____
      (4) metal ____ (5) in repair ____ (6) need repair ____

E. Ventilation

1. Windows
   a. Number 3 large factory type 3 ft. height 3 ft. wide 3 small transom type windows near ceiling b. type ____ c. manipulation O.K.
   d. Condition
      (1) In repair ✓ (2) need repair ____
   windows need washing
2. Other types of ventilation
   a. Skylights ____ Number ____ type ____
   b. Fans ____ electric ____ Ceiling ____ portable ____ (Place number of each type after correct type)
   c. Air conditioning ____
   d. Other (indicate) ____

F. Heating

1. Units
   a. Number 2
   b. Location one near ceiling and one near floor
   c. Types Hot air registers
   d. Condition
      (1) efficient ✓ (2) inefficient ____

G. Lighting

1. Number	Types	Condition (adequate or inadequate)	Location
5	ceiling suspended	good but need	usually good
	globe type	washing	~~suspended~~
	chandelier		~~from ceiling~~

H. Size (approximate floor space or area) 45 by 40. (ft)

I. Walls

1. Type
   a. Tile ____
   b. Plaster ____ c. Other (list) Marble and Plaster
2. Condition
   a. Paint Need painting
   b. Plaster good
   c. Tile ____
   d. Other Marble · clean

J. Telegraph: Facilities present ✓ ; facilities not present _____

1. Types of Service
   a. Station ~~Direct Wire~~
      (1) Location ~~Vestibul~~
      (2) Hours service available ~~all the time~~
      (3) Number of employees on duty at a given time _____
   b. Direct line to telegraph office ✓
      (1) Location Vestibul
      (2) Hours service available all the time

K. Telephone: Facilities present ✓ ; facilities not present _____
1. Types of service
   a. Booth
      (1) Number 2 (2) location Vestibul
   b. "Open" _____
      (1) Number _____ (2) location _____
   c. Counter at which operator places calls for patrons _____
      (1) Location _____
      (2) Number employees on duty at a given time _____

L. Travelers' Aid: Facilities present ✓ ; facilities not present _____
1. Location _____
2. Designated hours for service _____
3. Personnel
   a. Number of employees on duty at given time _____
   b. Number of employees working part time _____
   c. Number of employees working full time _____
   d. Number of student workers _____

approx 4 hrs service each day in the morning 5 days a wk.

II. Ticket Office
A. General ticket office _____
1. Location North-east wall
2. Type
   a. Counter _____ ; length _____
   b. Window ✓ ; number of windows three (two in use)
3. Personnel
   a. Number of employees on duty at given time: 2 male ✓ female ___ race W

B. Pullman ticket office
1. Location By at general ticket office (statement of porter)
2. Type
   a. Counter _____ ; length _____
   b. Window _____ ; number _____
3. Personnel
   a. Number of employees on duty at given time: ___ male ___ ; female ___ race ___

C. Other types of ticket windows (indicate) None
1. Location _____
2. Type
   a. Counter _____ ; length _____
   b. Window _____ ; number _____
3. Personnel
   a. Number of employees on duty at given time: ___ male ___ ; female ___ race ___

III. Information
A. Location North-east corner of waiting room
B. Facilities
1. Windows ✓ two window 2. Counter
C. Personnel: Number one ; male ; female ✓ race W
D. 1 Public Address System
1. Number of speakers 1 2. Location of speakers over main entrance
3. Description of speakers 14 by 12 inches wooden box

IV. Restaurant No restaurant (Lunch counter) in waiting room
A. Location South-east side of building
B. Facilities
1. Counter ✓
a. Type wooden b. Number of seats None
2. Tables None
a. Types b. Number
c. Seating capacity
C. Personnel
1. Number (total) 1 Waitresses 1 ; Waiters
General help None
D. Appointments None
1. Walls: Type color
2. Ornaments: List
3. Signs: Number None

Type	Wording	Location

4. Lighting Same as waiting room (See waiting room)
a. Number of units b. Types of units
c. Location of units
d. Condition
(a) in repair (2) need repair
5. Ventilation
a. Windows
(1) number (2) types (3) manipulation
(4) condition
(a) in repair (b) need repair
b. List other types of ventilation
6. Authorization
a. rating None
(1) kind
b. ownership
(1) station (2) concession ✓ (Travis News Company)

V. Rest Rooms
A. Women's Rest Room
1. Location Left rear from entrance

2. Divisions

a. Lounge

(1) Size (approximate) 8X15

(2) Seats: total number of seats 13

(a) Types of seats

Types of seats	number
Chairs	10
Lounge seat	1
Couch	2

(3) Babies' beds: number None ; type ~~wooden~~ small condition in repair

(4) Ventilation

(a) Number of windows None ; types _____ condition _____

(b) Air conditioner none

(c) Electric fans none number _____ type _____ condition _____

(5) Lighting

(a) Number of units 2 type globe condition good

(6) Heating

(a) Number of units one type Radiator condition _____

(7) List other facilities

Lower mgr chair

Coat rack

Tables

b. Wash room

(1) Size (approximate) 8X10

(2) Number of wash basins 3

(3) Number of toilets (total) 3

(a) Number of free toilets 1 b. Number of pay toilets 2

(c) Cost .05¢

(4) Number of mirrors 3

(5) Towel service: types paper number 1

(6) List other facilities Waste basket

Soap

(7) Ventilation

(a) Number of windows None type _____ condition _____

(b) Air conditioning None

(c) Electric fans none number _____ type _____ condition _____

(d) Other (indicate type) _____

(8) Heating

(a) Number of units one (b) type of units Radiator condition _____

3. Maid Service Available /

a. Number of maids on duty at a given time 1

b. Hours at which service is available _____

B. Men's Rest Room

1. Location South-west Waiting room Entrance from waiting room

2. Divisions

a. Lounge None

(1) Size (approximate) _____

(2) Seats: total number _____

(a) Types of seats

Types of seats	Number

(3) Ventilation
(a) Number of windows; ____ ; type ____ ; condition ____
(b) Air conditioned ____
(c) Electric fans ____ Number; ____ ; type ____ condition ____
(4) Lighting
(a) number of units ____ (b) type ____ (c) condition ____
(5) Heating
(a) Number of units ____ ; type of units ____ condition ____
(6) List other facilities ____

b. Wash Room yes
(1) Size (approximate) 10 by 12 (ft.)
(2) Number of wash basins two (unfit to use)
(3) Number of toilets (total) four
(a) Number of free toilets 1 (b) number of pay toilets 3 cost $.05
(4) Number of mirrors two
(5) Towel service: types paper ; number one
(6) List other facilities ~~water paper cotton~~
latrines (3) ~~floor of room~~ 2 bar soap
toilet paper available floor clean walls in good order
(7) Ventilation
(a) Number of windows: None type ____ condition ____
(b) Air conditioning ____
(c) Electric fans: ____ number ____ type ____ condition ____
(d) Other (indicate type) one sky-light closed
(e) Heating
(a) number of units 2 (b) type of units radiator, wall register (c) condition in repair

3. Porter service available yes
a. Number of porters on duty at a given time one
b. Hours at which service is available. eight hours per day

VI. Baggage
A. Station Baggage Room
1. Location South-west corner of gen. waiting area
2. Divisions 3 large counter type windows used by both races
3. Personnel (number on duty at a given time) two
B. Public lockers
1. Location In general waiting area
2. Number 32 Public lockers
3. Types Public lockers
C. Other checking services
1. List: None
2. Location ____
3. Types ____
4. Personnel (number on duty at a given time) ____

VII. Miscellaneous
A. Water Fountain south-west corner of colored waiting room.
1. Number One
2. Location ____
3. Types fountain
4. Condition: in repair ✓ ; need repair ____ ;

B. Clocks one
1. Number one
2. Location over main entrance
3. Types Electric

C. Commodities for sale (check those sold in waiting room):
1. Newspapers
2. Magazines
3. Funnybooks ✓
4. Post cards
5. Fruit
6. Smokes
7. Candies ✓
8. Sodas, ice cream, etc.
9. Souvenirs
10. List Others

D. Other facilities (check, giving number) location, whether in waiting room or general waiting area or in ante-room)
1. Photo booth
2. Juke boxes
3. Scales
4. Soft drink machines
5. Candy machines
6. Shooting galleries
7. Chewing gum machines
8. Movie machines
9. Trash containers two by men's comb room.
10. Others (list)

VIII. General waiting area between waiting room and gates to carriers

A. Seating None
1. Number 2. Types
3. Signs relative to seating: wording:

B. Signs at gates: wording Numbers of freight trucks
Near by white entrance - Soda - Lunch
Painted signs illuminated by electric light

IX. Carriers 1. White waiting room
2. Colored room.

A. Differences in distance from gates to carriers for each race
1. White—distance
2. Negro—distance

X. Public and private transportation facilities available to passengers to and from station Taxi Cab stand at south-west entrance to general waiting area (for white and colored

A. White
1. Distance to taxi
2. Distance to street cars and busses
3. Distance to station parking space

B. Negro
1. Distance to taxi
2. Distance to street cars and busses
3. Distance to station parking area

C. List taxi rules and regulations

other signs: Officers lounge sign for members of armed ~~serv~~ forces — Sergeant Lennon Hotel

Frame: 10¢ charge for Red Cap Service

Help wanted sign for railroad help.

No spitting signs — 3

Military Train Reservation and Information for personnel of the Army, Navy, Marine Corps and Coast Guard

Turn Left

Note: All signs pertaining to military personnel are placed at the white entrance

Note: Check on elevator

Form C
Number _____

Ga-4-10

Observer's Check Sheet

Description of Facilities For Services to Passengers In a Given Station

1. Name of Station Terminal 2. Year Built 1903-04
3. Date August 7, 1945 4. Time 11 p.m. - 1:30 p.m.
5. City and State Atlanta Georgia
6. Observer Margaret Price
7. Waiting Room: White ✓ Colored _____ (check one)

I General Description of Waiting Room

A. Entrances and Exits

1. To streets
   a. same
   b. Different ✓ White cars to Spring, Negro to Mitchell
2. To trains
   a. same ✓
   b. different
3. Doors
   a. Number 7
   b. Type half glass - half wood
   c. Condition of doors
      (1) in repair ✓
      (2) need repair
   d. location 3 on front, station, 2 at each side

B. Signs: list, giving number, types, and wording, and location

Number 17

Type	wording	location
neon	telephone	over front door painting + telephone
✓ neon	Western Union	over Western Union
neon	pullman tickets	over pullman ticket window
painted	The Travel transportation armed forces - Red Cross Welfare	over door to general waiting area
neon	Norris Candies Coca Cola	by soda fountain
painted	ice cream - Norris Candies	over " "
painted	military - train reservations & information	over booth
✓ painted	Barber shop - toilets & bath room stairs	between front door & window
(2) painted	Eastern War Time	over clocks
neon	information	hall to general waiting area
(on block) neon	Lighted U. S. O. Information here	at right side of station one block
painted		

C. Relative positions of waiting room in station
1. Front ✓
2. Center
3. Rear
4. Side

D. Seating

1. Number of seats 4 seats, 8 benches each - seating about 8 people each
2. Type of seats
   a. Benches ✓
      (1) cushioned _____ (2) non-cushioned ✓ (3) wood ✓
      (4) metal _____ *(5) in repair ✓ (6) need repair ___
   b. Chairs _____
      (1) cushioned _____ (2) non-cushioned _____ (3) wood _____
      (4) metal _____ (5) in repair _____ (6) need repair _____

E. Ventilation

1. Windows 20 high windows opening to outside
   a. Number 4 double on outside / station b. type glass c. manipulation down by pants
   d. Condition
      (1) In repair ✓ (2) need repair _____
2. Other types of ventilation
   a. Skylights (not for ventilation Number _____ type _____
   b/ Fans 3 electric _____ ceiling 2 portable 1 (Place number of each type after correct type)
   c. Air conditioning _____
   d. Other (indicate) —

F. Heating

1. Units
   a. Number 8
   b. Location under benches
   c. Types radiator or hot air (?)
   d. Condition
      (1) efficient ? (2) inefficient ?

G. Lighting

1. Number	Types	Condition (adequate or inadequate)	Location
18	ceiling drop globes	not burning	ceiling
1	" " infrared	" "	center / station
8	skylights		center " "
12	globes	? not burning	at sides ? station in wall
4	globes	burning	Western Union
1	infrared lamp	"	Red Cross motor corps

(on back) ~~outside~~

H. Size (approximate floor space or area) 60 x 100

I. Walls

1. Type
   a. Tile _____
   b/ Plaster ✓ c. Other (list) marble (half / half)
2. Condition
   a. Paint _____
   b. Plaster not cracking - fairly clean
   c. Tile _____
   d. Other marble not cracking

16
11
27

J. Telegraph: Facilities present ✓ ; facilities not present ____

1. Types of Service
   a. Station ✓
      (Location at right front, station as enter
      (2)Hours service available 7a.m – 1a.m weekdays – 7:30a.m – 11:30p.m. Sun.
      (3)Number of employees on duty at a given time 3 at time, observation
   b. Direct line to telegraph office ✓
      (1)Location at station
      (2)Hours service available 24

K. Telephone: Facilities present ✓ ; facilities not present ____
1. Types of Service
   a. Booth
      (1)Number 11 (2)location at right front, station before enter waiting room
   b. "Open" none
      (1) Number ____ (2)location ____
   c. Counter at which operator places calls for patrons ✓ (long distance)
      (1)Location at right front, station before enter waiting room
      (2)Number employees on duty at a given time 1

L. Travelers' Aid: Facilities present ✓ ; facilities not present ____
1. Location at left rear, waiting room
2. Designated hours for service ____
3. Personnel
   a. Number of employees on duty at given time 2
   b. Number of employees working part time ____
   c. Number of employees working full time ____
   d. Number of student workers ____

II. Ticket Office
A. General ticket office ✓
1. Location at right rear, waiting room
2. Type
   a. Counter ✓ ; length approx 36 ft
   b. Window ____ ; number of windows ____
3. Personnel
   a. Number of employees on duty at given time: ____ male 5 female ____ race w

B. Pullman ticket office
1. Location at left side, waiting room as enter
2. Type
   a. Counter ____ ; length ____
   b. Window ✓ ; number 3
3. Personnel
   a. Number of employees on duty at given time: ____ male 1 female 2 race w

C. Other types of ticket windows (indicate) military train reservations and information
1. Location at left front, waiting room
2. Type
   a. Counter ✓ ; length 12 ft (approx)
   b. Window ____ ; number ____
3. Personnel
   a. Number of employees on duty at given tim : ____ male 1 female 2 race white

III. Information

A. Location in hall to general waiting area - on left

B. Facilities

1. Windows ✓ 2. Counter

C. Personnel : Number 4 ; male ; female 4 race white

D. Public Address System

1. Number of speakers 1 2. Location of speakers over door to hall to general waiting area

3. Description of speakers metal

IV. Restaurant

A. Location at back right, waiting room - enter from general waiting area

B. Facilities

1. Counter

a. Type b. Number of seats

2. Tables cafeteria

a. Types wooden with covered tops b. Number 28

c. Seating capacity approx 75 or 80

C. Personnel

1. Number(total) 8 Waitresses 3 on floor, 4 behind counter ; waiters

General help 1 cashier - white - female

2. Male 3 Female ✓ " 4. Race Negro

D. Appointments

1. Walls: Type plaster Color green + tan

2. Ornaments: List 4 hat racks, 1 clock (electric) 1 hand speaker

3. Signs: Number 5

Type	Wording	Location
neon	eat	over door
2 ft - w. self	menu + prices	over counter
neon	Restaurant entrance	" door
neon	" " exit door	" "
painted	restaurant pro	windows

4. Lighting

a. Number of units 5 6 b. Types of units drop ceiling - wall

c. Location of units ceiling, wall

d. Condition

(1) in repair 4 ceiling on, 1 on wall (2) need repair 1 back on others

5. Ventilation

a. Windows 6 opening to waiting room, but all closed - venetian blinds

(1) number 6 (2) types (3) Manipulation

(4) condition

(a) in repair (b) need repair

b. List other types of ventilation 3 stand electric fans, 1 skylight 5 hot air ventilators

6. Authorization

a. rating

(1) kind

b. ownership

(1) station Atlanta Terminal Company (2) concession

6 windows with venetian blinds open to waiting room

V. Rest Rooms

A. Women's Rest Room

1. Location at right side, station as enter

2. Divisions

2. Divisions

a. Lounge ✓

(1) Size (approximate) 20 x 25 ft

(2) Seats: total number of seats 18

(a) Types of seats — number

7 — leather couches

3 — leather + steel chairs

7 — wooden rockers

1 — straight chair

(3) Babies' beds: number 2 ; type 1 bed ; condition mattress + one sheet

(4) Ventilation

(a) Number of windows 6 double window ; types push bottom ; Condition good

(b) Air conditioned

(c) Electric fans number 1 ; type electric stand ; condition excellent

(5) Lighting

(a) Number of units 2 ; types ceiling globes ; condition ?

(6) Heating

(a) Number of units 3 ; types radiators ; condition —

(7) List other facilities

1 loud speaker; 1 desk + chair - with inks; 1 scale; 1 cigarette stubber; 1 high chair; 1 baby's playpen

b. Wash room

(1) Size (approximate) 20 x 10

(2) Number of wash basins 5

(3) Number of toilets (total) 6

(a) Number of free toilets 3 b. Number of pay toilets 3 (c) cost 5 cents

(4) Number of mirrors 3

(5) Towel service: types must be paper dispensed ; Number from maid pr 10¢

(6) List other facilities 2 soap dispensers

(7) Ventilation

(a) Number of windows 1 double ; type push ; condition good

(b) Air conditioning

(c) Electric fans 1 ; number 1 ; type electric stand ; condition excellent

(d) Other (indicate type) —

(8) Heating

(a) Number of units 1 (b) type of units radiator (c) condition

3. Maid Service Available

a. Number of maids on duty at a given time 1

b. Hours at which service is available

B. Men's Rest Room

1. Location

2. Divisions

a. Lounge

(1) Size (approximate)

(2) Seats: total number ?

(a) Types of seats — Number

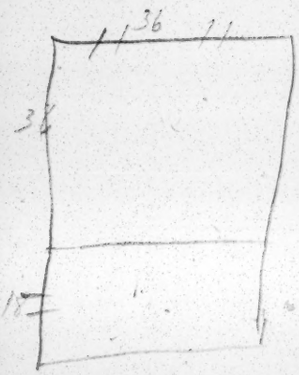
(3) Ventilation
(a) Number of windows; 4 ; type push up condition ok
(b) Air conditioned _____
(c) Electric fans 1 number ____ type ____ condition _____

(4) Lighting
(a) number of units 6 (b) type 4 bulb 2 tubes (c) condition _____

(5) Heating
(a) Number of units 3 type of units 20-300 city condition _____

(6) List other facilities _____ & _____

b. Wash Room



(1) Size (approximate) 36 x 54
(2) Number of wash basins 6
(3) Number of toilets (total) 9 - 10 urinals
(a) Number of free toilets 2 (b) number of pay toilets 7 cost 5¢
(4) Number of mirrors 5
(5) Towel service: types hot & cold 10¢ number _____
(6) List other facilities 2 showers scales, pressing unit, 2 benches to seat 3 people

(7) Ventilation
(a) Number of windows: ____ type ____ condition _____
(b) Air conditioning _____
(c) Electric fans: ____ number ____ type ____ condition _____
(d) Other (indicate type) _____
(e) Heating
(a) number of units ____ (b) type of units ____ (c) condition ____

3. Porter service available yes
a. Number of porters on duty at a given time five.
b. Hours at which service is available. _____

VI. Baggage
A. Station Baggage Room
1. Location general waiting area
2. Divisions general baggage - parcel check
3. Personnel (number on duty at a given time) 3
B. Public Lockers
1. Location set 9 in waiting room; set 36 in auto room
2. Number 45 + 1
3. Types _____
C. Other checking services
1. List parcel check service
2. Location general waiting area
3. Types _____
4. Personnel (number on duty at a given time) 1

VII. Miscellaneous
A. Water Fountain ✓
1. Number 2
2. Location one at each end, front wall
3. Type: wall type - turn knob
4. Conditions: in repair ~~in repair~~ ; need repair I need repair

B. Clocks ✓

1. Number 5
2. Location one at each end, station, one in western 1st min; 1 over soda fountain
3. Types electric (E.W.T.

C. Commodities for sale (check those sold in waiting room):

1. Newspapers ✓
2. Magazines ✓
3. Funny books ✓
4. Post cards ✓
5. Fruit
6. Smokes ✓
7. Candies ✓
8. Sodas, ice cream, etc. ✓
9. Souvenirs ✓
10. List others razor blades, stamps, certain toilet, patent medicines and cosmetics

D. Other facilities (check, giving number, location, whether in waiting room or general waiting area or in ante-room)

1. Photo booth
2. Juke boxes
3. Scales 2
4. Soft drink machines
5. Candy machines
6. Shooting galleries
7. Chewing gum machines
8. Movie machines 4 - 2 in waiting room and 2 in ante-room
9. Trash containers 1
10. Others (list) cigarette stubbers - 6

VIII. General waiting area between waiting room and gates to carriers

A. Seating

1. Number
2. Types wooden benches
3. Signs relative to seating: wording: none

B. Signs at gates: wording none pertaining to race

IX. Carriers

A. Differences in distance from gates to carriers for each race

1. White—distance
2. Negro—distance

X. Public and private transportation facilities available to passengers to and from station

A. White

1. Distance to taxi 50 ft to parking - 10 ft to where taxis drive up
2. Distance to street cars and busses 164
3. Distance to station parking space 60 ft

B. Negro

1. Distance to taxi
2. Distance to street cars and busses
3. Dis ance to station parking area

C. List taxi rules and regulations

1	light - Travelers aid		over booth
1	panel	dining room for White	over restaurant
1	panel	check here	over lockers
1	panel	Brown + Allen - Proprietary medicine famous ice cream soda	by soda fountain
lighting 2	globes	burning in	Military Reservation
9	drop globes	7 "	Side fountain
1	ceiling drop globe	"	" "
5	flourescent	3	Pullman reservation
1	ceiling globe		hall to general waiting area

count no. of outside windows

219 Julia
229 Adams

Tr - J - 11

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel Incident - dining car Southern Crescent Limited

Date: August 9, 1945

Informant:

Reporter: James S. Hadley

The assistant general manager of the Southern Railway was seated in the diner when a colored soldier came in. The steward pulled the curtain. The manager told the waiter to pull the curtain back. He did so. The steward returned and drew the curtain again. The general manager reprimanded the steward severely after which the waiter pulled the curtain back.(Crescent Limited)

Tr-F-14

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview_____ 2. Time of Interview_____
3. Place of Interview_____ 4. City_____ 5. State_____
6. Name of Informant_____ 7. Sex_____ 8. Race_____
10. Address of Informant_____ 9. Age_____
11. Occupation of Informant_____
a. Company_____ b. Station_____
12. Interviewer James S. Hadley

Section II

INCIDENT:
Date 8/9/45 Time 9:45 P.M. EWT
Place Union Station Line_____

A Negro man, about 32 years of age, was seated in the waiting room. He was accompanied by his little girl, about five years of age. He stated that he was changing trains (A B & C) coming from the Mississippi delta going to Cordele, Georgia.

This man said the railroad detective accosted him and demanded that he buy a ticket in order to remain in the waiting room. Upon the purchase of a ticket, the detective left.

Form B
Number_____

Jim-B-1c

FACTORS TO BE OBSERVED RELATIVE TO PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Terminal
2. Waiting Room: White_____; Colored ✓ (check one)
3. Date Aug. 9 1945 ; Time 2:30 P.M. Aug 7 13 9:30 AM
4. City and State Atlanta Georgia
5. OBSERVER Dade a Hadley

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

No. Delay in serving colored persons. Manner curt. Answer abrupt. Personnel seems impatient in answering queries raised by Negroes.

B. Are white and colored passengers served in due turn? No

II Telegraphic Service

A. Is personnel courteous? No service in waiting room except direct wire.

B. Are white and colored passengers served in due turn?

III Travelers' Aid

A. Is personnel courteous? Courteous. Yes.

On duty at irregular intervals. Must serve other station also

B. Are white and colored passengers served in due turn?

No whites served

IV Ticket Office

A. Is personnel courteous? Examples of courtesy and discourtesy observed. One bitter reprimand overheard attack on passenger who had not made clear whether she wished to go to Cleveland Ohio or Tenn.

B. Are white and colored passengers served in due turn? No

V Pullman Service

A. How are tickets purchased by Negroes? Station Pullman Service

1. At central or joint ticket office? refers observer to joint ticket office. Denied accommodations at joint office on August 7, '45.

* See page 6.

2. At station?

B. How are tickets purchased by white people?

1. At central or joint ticket office? ~~both~~ Yes

2. At station? yes

VI Restaurant

A. Is personnel courteous? Examples of courtesy & discourtesy One attendant behind counter severely scolded other attendant and insulted one customer who apparently could not read.

B. What is minimum service time? ?

C. List menus (note changes) Aug. 13 Fish - Chicken - Roast Beef - Sandwiches - Cold Drinks - Weiners

D. List food prices For lunch .60 and .75 Specials ~~Aug. 13~~

E. Describe the types and conditions of attendants dress(uniform, etc.) Blue striped uniform, covered by bungalow apron (white), Uniforms neat.

m F. Describe the conditon of the serviceware(linen, silver, etc.) No linen. Paper napkins. Cheap grade of knives, forks, spoons

G. Are pests (rodents, insects, etd) on the premises? No

H. Are loiterers observed on the premises? No

Y

I. What is the mehtod of handling food? Served from steam table to counter. No table service.

J. Are the premises sanitary?&&&&&&&&& Yes

VII Rest Room: Men ✓ Women _____ (Check one observed)

A. Does room have a regular attendant? No attendant

B. Does maid or porter work on full-time or part-time basis No porter

C. Is the place in sanitary condition? No

D/ Are soap and towels available? No

E. Is provision made for emergencies, such as sickness? If so, what provisions? No

VIII Baggage

A. Is personnel courteous? Fair

B. Are white and colored passengers served in due turn? No

IX Miscellaneous

A. Are water fountains in working order? Yes (Old type set in wall Location? Left front from entrance to waiting room

B/ Counters

1. Are counters in sanitary condition? No counters in waiting room except for newspapers and magazines

2/ What are the methods of handling food? No food in waiting room

3. Are white and colored passengers served in due turn?

C. Do clocks have correct time? Yes

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? Only a coca cola machine in waiting room. In working order.

X General waiting are between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous Courteous and discourteous More discourteous to "underprivileged" (poorly dressed, etc.)

2. Does personnel strive to be helpful to passengers? Most appear to be. Some are however curt in giving information and direction

B. Note any acts of segregation in the area

XI Boarding of carriers

Note: Observations below occurred at another time than above

A. Courtesy and helpfulness

1. Conductor (Not observed)

2. Porter Courteous and helpful on Seaboard Southern and Central of Georgia (one observation of each

3. Other

XIII Public and private transportation facilities available for conveyance of passengengers to and from stations

A. List taxi rules and regulations Taxi drivers are not interfered with in offering their services at door ~~at~~ and inside of waiting room.

B. What is the approximate distance from waiting rooms to taxi stand On street front of waiting rooms

V A cont. Two observers presented themselves at joint ticket office on the morning of August 7, 1945 and requested pullman accommodations to St. Louis, Missouri. A woman employee, who served observers, said: "We do not have anything up to the 13 (August)".

On the afternoon of August 7, ~~at~~ observers telephoned same office and were told that they may have accommodations (lower) on August 9.

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Terminal
2. Waiting Room: white ✓ ; colored _____
3. Date Aug. 9, 1946 ; Time 2:15 - 4:00 p.m.
4. City and State Atlanta, Ga.
5. OBSERVER Margaret Price

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

B. Are white and colored passengers served in due turn? No negro appeared at window at time of observation

II Telegraphic Service

A. Is personnel courteous?

hrs. 7 am - 10 p.m. wk - Sun 7:30 a.m. - 11:30 p.m.

B. Are white and colored passengers served in due turn? No negro appeared at station during time of observation

III Travelers' Aid

A. Is personnel courteous?

B. Are white and colored passengers served in due turn? No negro appeared at desk during time of observation

IV Ticket Office

A. Is personnel courteous? _____

B. Are white and colored passengers served in due turn? Half the ticket space was roped off as closed. Three men were waiting on white passengers, and one appears to be stationed at the Negro window to wait on Negro passengers. At an observation 15 minutes later, 2 men were waiting on Negroes and on white

V Pullman Service

A. How are tickets purchased by Negroes? _____

1. At central or joint ticket office? _____

2. At station? _____

B. How are tickets purchased by white people? _____

1. At central or joint ticket office? _____

2. At station? _____

VI Restaurant

A. Is personnel courteous? As courteous as in most places rather indifferent

apple juice
fried chicken
2 vegetables
salad
rolls
~~Coffee~~
} - 75¢

roast lamb
Chicken fillette
creole franks
} or - 60¢
2 vegetables
salad, dessert, coffee

vegetable plate - 40¢
3 vegetables
salad - dessert - coffee

B. What is minimum service time? The restaurant is in cafeteria style. I was the only person in line, so the service time was minimum

C. List menus (note changes) fried chicken, ~~meat & noodles~~ chicken giblets, roast lamb, creole fowl, pinto beans, rice, cauliflower, orange juice, tomato juice, jells, chocolate, lemon, strawberry, cream pie, tea, milk

see back preceding page for menus and prices

D. List food prices (there can be no substitutions in menus listed without an additional charge)

E. Describe the types and conditions of attendants dress (uniform, etc.) The attendants had on blue dresses (not same type, material) white aprons, and caps. Each appeared to be clean.

F. Describe the condition of the serviceware (linen, silver, etc.) The silverware was wrapped in white cloth napkins ready for customers to pick up and put on trays. Silver in good condition - some new pieces.

G. Are pests (rodents, insects, etc.) on the premises? Flies observed.

H. Are loiterers observed on the premises? No (except for me!!)

I. What is the method of handling food? ~~butter~~ All food is uncovered on steam table - water served in paper cups and left standing on counter. Attendants serve customers plates.

J. Are the premises sanitary? except for the food - left uncovered over long periods of time - the floor seemed sanitary

VII Rest Room: Men_____ Women - (Check one observed)

A. Does room have a regular attendant? There were two maids on duty at time of observation

B. Does maid or porter work on full-time or part-time basis ~~One maid~~

C. Is the place in sanitary condition? rest room paper was being cleaned by maid at time of observation. Lounge seemed clean - some paper on floor

D. Are soap and towels available? soap available at wash basins, but no towels - not even a rack for towels. Soap and towels may be obtained from maid for 10 ¢.

E. Is provision made for emergencies, such as sickness? If so, what provisions?

VIII Baggage

A. Is personnel courteous? Seemed to be fairly courteous - no disrespect shown

B. Are white and colored passengers served in due turn? At the outgoing baggage window a negro soldier was standing beside a white soldier. The attendant waited on the white soldier, but instead of waiting on the negro next, the attendant waited on a white soldier who had just come up.

IX Miscellaneous

A. Are water fountains in working order? ~~yes~~ one is, one isn't

Location? At front wall of waiting room, one on each side of center entrance.

B. Counters

1. Are counters in sanitary condition? yes

2. What are the methods of handling food? As in other places, fairly cleanly. Coca-cola and other drinks are served in glasses unless a paper cup is requested - then an extra penny is charged.

3. Are white and colored passengers served in due turn? Only one negro was at soda fountain - he decided in at outside door opening to fountain area. Ordered milk shake; Attendendant poured it into a jar negro held out.

C. Do clocks have correct time? Yes - all 5 register same time - E.W.T.

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? yes

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous The 2 gatemen at Track 2 seemed averagely courteous - rather indifferent to the passengers. Negros and whites crowded in at gates at same time

2. Does personnel strive to be helpful to passengers? The gatemen aided passengers in hurrying to trains, but observed no special signs of helpfulness

B. Note any acts of segregation in the area at the photo booth just as you enter general waiting area from waiting room. Negro & white soldiers were standing in line to be waited on. They were taken in order as they stood in line. Negroes were sitting on benches separate from whites, but no signs saying must be segregated.

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor

2. Porter

3. Other

Track 2 - Central Ga. No. 12. Leaves 5:00 p.m. for Griffin, Barnesville, Forsyth, + Macon. Negroes and whites mixed at gates - Seemed to be no marked discrimination in whose ticket punched

Black

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observation, Union Station Date: August 11, 1945

Informant:

Reporter: Douglas Carter

At 4:03 P.M. (CWT) a white soldier, with one foot off, using crutches, was standing at the ticket window in the Negro waiting room.

One of the employees sold him a ticket at this window.

Tr-H-3

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel, Atlanta to Augusta, Georgia Date: August 11, 1945

Informant: Ga. R.R.

Reporter: James S. Hadley

Atlanta to Augusta, Georgia via Georgia Railroad leaving Atlanta at 9 A.M., EWT.

Upon arrival, I found about 175 people in the colored waiting room. The room seats about 100 persons comfortably. The rest were standing. Both ticket windows (on the colored side) were crowded. Colored persons were lined up at each window, numbering at least 15 in each line. There were 4 ticket clerks on duty. They gave most of their attention to the white side. At no given time were there more than three persons at the two white ticket windows. Negro patrons were not waited on in due turn.

The passengers were for the most part women, and there were a number of infants and larger children. There were about 15 servicemen in this crowd.

From observation, I saw plenty of seats vacant in the white waiting room.

The public address system was working perfectly. Every word clear and distinct.

The maid (1) and porter (1) were working, cleaning the waiting room and rest room. The men's rest room was clean, and supplied with paper, paper towels, and soap.

The ticket clerk who waited upon me was courteous, and answered every question I asked him politely. The vestibule was so crowded that it was almost impossible to pass. White and colored were standing in the general waiting area.

The taxis (private and yellow colored) are soliciting in the entrance (colored).

While waiting for the train, I heard someone call "police." Two uniformed city policemen came into the waiting room and proceeded to a bench where a small colored lady sat. They brought her out to the entrance. Upon questioning her, they learned that she had lost her bag and purse. She had been in the station all night. The policemen accused her of being drunk (she didn't seem to be so) and "picking up men." She denied these charges.

The policemen set out it seems to make a fool of her, taunting her about spending the night with some man in town. She said she had come from Augusta and was going to Sandusky, Ohio. He jeered and told her she didn't know where she was going and generally made fun of her. They let her go after a bit, telling her about "picking up men." It was a very disgusting scene.

This Georgia train was made up of six cars, two wooden coaches (for colored) and two steel coaches (for white), a baggage car, and a mail car. The colored porter boarded the colored passengers.

The train was very crowded in the two colored coaches. People had to stand in the aisles. The white coaches had plenty of vacant seats.

The coaches themselves were obsolete in that no luggage racks were provided, and the seats were of an old type hard leather construction.

The train conductor took up two of the seats in the colored car.

I noticed two colored ladies standing by these seats. Presently, they sat down. A Negro man told them they had "better get up" as the conductor had already moved two women from the seats. He told them to avoid embarrassment for themselves by not sitting there. They stood. A Negro man sat down in these seats. The conductor came by and said, "You gotta get outta this seat. You can't sit here." The passenger moved. Later a white man in civilian clothes came and sat down in the seat and spread his feet on the other. He said the conductor said for him to "hold" the two seats. Meanwhile 15 people were standing in the coach, many old ladies.

There were as many as 32 standing in the second coach and 21 standing in the first coach at one time.

Never during the trip was any attempt made to clean the car.

Note: Conductor's name: Jake Barnes.

Augusta Union Station was old shed type station. Entrances from same street for white and colored. Entrances a few feet apart. Colored and white waiting room separated by rail. General waiting area -- no restaurant for Negroes. Separate window-type ticket office, by rail.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Trip, Chehaw, Alabama to Atlanta, Georgia Date: August 11, 1945

Informant: A. + W. P.

Reporter: Douglas Carter

Chehaw to Atlanta via West Point Railroad, 140 miles.

The station is Chehaw, Alabama had segregated waiting rooms. Both were the same size, although the Negro passenger rate is much larger than the white's because of Tuskegee Institute and the Tuskegee Army Air Base for Negroes being near.

There were from 20 to 30 Negroes in the ticket line during the near hour I was in line. The line was the same when I left. The ticket seller cursed because of the large crowd and he had no help. Many women could hear him curse.

The station was clean but not large enough for the patrons using it. One of the Tuskegee students stated that many times there wasn't enough space on the train and the Negroes then would have to wait for the next train or until the next day. Two Negroes had an argument because one had gotten in front of the other to buy a ticket.

When the train arrived, the Negro porter, the conductor, and a Negro MP loaded the white passengers during the entire trip.

The conductor told the Negroes who were gathered to get in line in order to get on the train. After a time the route of the line was changed, and some of the Negroes protested. The Negro porter then stated that they had the right to change the line at any time. At least one Negro came to the train without a ticket. This was due to the length of time we had to stand in line. The Negro MP said that the ticket seller needed help. The conductor replied that they wouldn't get him any help (meaning the Railroad company.) The train left Chehaw for Atlanta on 12:40 P.M. The total number of Negroes on the train was 123. There were 2½ baggage cars, 1½ Negro passenger cars and one car for white passengers.

The white car seated all of its passengers. The Negro cars were crowded. In the last compartment of the whole Negro car the Conductor, the flagman, and another employee used four seats. There was a sign on these seats, "Reserved for Train Employees."

In the 1½ cars provided for Negroes some were standing. There were single paned windows. The passengers had to open them in order to get air, as the cars were not air-conditioned. The porter told the passengers to take seats which were not available. Some tried to "double in" but later stood up. The porter asked the baggage man if he could take about 15 in the baggage room.

The half Negro car seated 27 in the main part and from eight to ten in the smoker. There were 38 passengers in the car.

The two cars had three toilets for Negro men and three for Negro women. Each had tissues, paper towels, and soap. There was no water in these washrooms, so the passengers had to wash their hands with the liquid soap alone. These toilets were fairly clean.

There were eight Negroes standing between the two cars (in the vestibule and on the platforms) although there was a sign stating, "Passengers must not stand in platform or open vestibule doors." The conductor and porter saw this but said nothing.

At Lotchatchee, Alabama 38 Negroes got on and were told by the Porter to go to the baggage room (1:10 P.M.)

In the full Negro car there were 31 seats in the first part and from 8 to 10 seats in the smoker, and 35 seats in the last part. The total was 74 or 76 seats in the entire car.

The train arrived in Auburn, Alabama at 1:25 P.M. To the Negroes getting on the porter stated, "Get your tickets out and don't push." "Keep moving to the left straight ahead in that baggage car." One of the Negroes said, "I coulda stood up out there." These were Negro farmers. One said to another, "Let's go to Atlanta and pitch one and come back tomorrow." One of these men asked a soldier was he going home from the war. The soldier replied, "No, we've got another one to fight here." Leaving Auburn at 1:30 P.M. there were 16 Negroes standing in the vestibule and on the platforms.

Before getting into the station at Opelika, Alabama, the porter let some Negroes off to run into the station in order for them to make train connections (trains going to Columbus, Georgia). At this point the aisle, the seats, the vestibule, and platforms were crowded plus the Negroes in the baggage room. Some of the Negroes jumped out of the baggage room door before getting into the station. The porter saw them and made the rest of them stop, telling them that they would hurt themselves.

At Gasseta, Alabama 45 Negroes got on and were told to go to the baggage room (2:05 PM)

At West Point, Georgia, (2:25 P.M.) almost 50 Negroes got off.

At LaGrange, Georgia (2:55 P.M.) 13 Negroes got off and 52 got on. A man getting on at LaGrange, commenting about a Negro woman with a small boy who had to stand, said "There ain't enough room for colored people anyway." The conductor went to the baggage car to collect fares and the porter went into the regular cars to collect the fares.

At Grantville, Georgia (3:28 P.M.) four Negroes got off and five got on. One lady had three chickens. The porter told her that she wasn't supposed to get on with the chickens and that the rule had existed for a long time. Before the conductor got there to take the tickets she covered the chickens with a cloth and the conductor did not see them. The porter said nothing and the lady got on the train. One man got on with a large trunk-like suitcase. The porter told him that he should have checked it. He then told the man to leave the suitcase on the platform. (Note: there wasn't any facility for bags in the cars.)

At Moreland, Georgia 8 Negroes got on (3:40 P.M.)

At Newman, Georgia (3:49 P.M.) 9 Negroes got on and 36 got off. One Negro asked "Are there any seats on this train?" Then another replied in a mad tone of voice, "Hell, no, ain't no Goddamned seats on this train."

At Palmetto, Ga. (4:15 P.M.) 5 Negroes got off and 13 got on.

At Fairburn, Ga. (4:28) 9 Negroes got off.

At College Park, Ga. (4:45) 10 Negroes got off.

Arrived in Atlanta at 5:05 P.M.

The white car's number was 60.

The full Negro car was 59.

Form O

IV-G-2

SCHEDULE OF FACILITIES AND SERVICES ON TRAINS ~~AND BUSES~~

1. Point of origin of carrier Atlanta Ga. 2. Destination of carrier Columbus Ga.

3. Point of origin of observer Atlanta, Ga 4. Destination of observer Columbus, Ga

5. Mode of transportation train 6. Railroad ~~or bus~~ company Central of Georgia

7. Carrier number, if any # 20 8. Date of trip August 11, 1945

9. Trip mileage 111 10. Hours in transit 10:00 A.M. to 1:50 pm Central War Time

11. Coaches observed on trains* 2 For white ____ For colored ✓ (Check one)

Slade

SECTION I. FACILITIES AND CONVENIENCES

I. Trains: Facilities

A. Coaches

1. Number provided 3 day coaches for white civilians

a. cars 1

b. compartments 1

2. Type — Steel ✓ Wooden ____ Streamlined ____

3. Coach or car number (s) 375 and 647 Central of Georgia coaches

4. When built unknown 5. When last reconditioned unknown

~~6. Date of obsolescence unknown~~

7. Proximity to locomotive 3rd and 4th coaches back

B. Seating

1. Number of seats 1st compartment 12 ~~da~~ seats for 2, 3 seats for 2 in smoker. 2nd coach, 34 seats for 2, 1 smoker seating 7, another smoker, seating 6

2. Type of seats

a. cushioned ✓

b. leather ____

c. reclining chair no

3. Condition of seats — in repair ✓ need repair ____

a. seat covers provided no

b. clean ____ unclean ✓ Seat covers in day coach for white next to coach for Negroes

C. Ventilation

1. Windows — single _____ double ✓ manipulation good (Compartment + Coach)

2. Fans — number 2 in coach, 1 in one smoker location front + rear of car. No fan in Compartment for Negroes

3. Air-conditioning no

4. Other types of ventilation (check): by open windows ✓ by open coach doors ✓ from ceiling ✓

D. Wash Room _____ Women's Room _____ (Check one)

1. Wash room

a. separate from toilet ✓ both cars

b. same room with toilet in compartment #1 and wash room separate

c. mirrors 1 in each number ✓

d. basin 1 for men in each in repair ✓ need repair _____

e. soap NO soap in car #2

f. towels ✓ both cars

g. water available yes

No sign on Mens Room in car #1 for Negroes

2. Toilet

a. mirrors no number _____

b. soap in #1

c. towels in #1

d. water yes

e. commode — in repair yes need repair _____

3. Lounge _____ Smoker ✓ in both #1 + #2 (Check one or both)

a. number of seats 3 double car #1 Seats for 6 + 7 in two Smokers in car #2 car

b. other conveniences _____

E. Lighting

1. Number of lighting units ~~[illegible]~~ #1 car in 2 units. #2 car 7 of car #2 and 3 in repair in other smoker car #2

2. Type of lighting ~~ceiling suspended~~ 2 lights in working order in 1 smoker

3. Adequate ✓ in #2 Inadequate ✓ #1 (Check one)

F. Miscellaneous

SECTION II. SERVICES AND DENSITY OF TRAVEL

both way

Note

I. Tickets

A. Are ticket sellers apparently prompt in rendering service to ticket purchasers? yes

Sp B. Do ticket sellers appear courteous in performance of duty? yes

C. Is there at least one ticket seller on duty at all times at ticket window or counter observed? yes

D. What is the method of taking tickets? Conductor takes tickets in train with M.P. accompanying him

II. Boarding Passengers

A. Who boards passengers on coach or train observed? Negro porter

B. What is the method of directing passengers to coach or compartment? Instruction given by porter as to where seats are probably available

III. Unloading Passengers

A. Are stops called audibly? Yes, by Conductor

B. Do train employees exercise care in awaking sleeping coach passengers? No observation

C. What aid is given passengers who are disembarking at points? Porter assists

By whom? Porter

IV. Use of Coaches

A. What trainmen occupy seats for considerable period while observer is in transit? None

1. What duties, if any, do they perform in coach? none

B. If passengers are standing do trainmen, if seated, relinquish seats to passengers? ____

C. How many seats in the coach are used by trainmen? ____

V. Porter Service

A. What is the mileage of trip taken for observation? 111

B. How many times does the attendant sweep coach, collect waste, etc.? None

C. List special services rendered by porter or car attendant. General information to passengers

VI. Dining Car Service

A. What is the exact time dining car waiters make calls for breakfast? _____

Lunch? _____ Dinner? No calls

B. How many calls are made for breakfast? _____ Lunch? _____ Dinner? _____

C. Describe the general pattern of service in the dining car. _____

None

No Record

Note incidents, if any. _____

VII. Concession Service

A. How many times does the concessionaire bring wares to coach? 5

1. List commodities offered by concessionaire. Candies, gum sandwiches, soft drinks

B. From what point does concessionaire peddle his wares? Rear platform of coach for Negroes

VIII. Courtesy of Trainmen

A. Is conductor courteous? (Consider tone of voice, general manner, etc.) Ordinarily courteous

Cite act (s) or incident (s) to justify answer. The conductor came through the car for Negroes twice while there were 12 standers who were rather loud and boisterous. Each time these standers crowded the passageway Each time he said in a mild mannered tone of voice: "Coming through please"

?

B. Is porter courteous? yes

Cite act(s) or incident(s).

C. Are other trainmen courteous? One concessionaire discourteous. In loud voice

?

List each and cite act(s) or incident(s). in one instance, he said: "Get out of my way boys!" Another time: "You know d--n well I dont sell that kind of stuff"

IX. Miscellaneous

A. Is smoking permitted anywhere in the coach or compartment? yes

In a smoker? yes

B. Is drinking water available at all times? yes

1. Is it cold? no

2. Are there paper cups available? yes

3. How many sources of drinking water are in the coach or compartment? 1 in compartment 1 in coach

C. Are toilets and/or wash rooms sanitary? no

1. Describe general condition of them.

D. Are pillows furnished by trainmen? no

E. What is the general practice of opening and closing of toilet doors? Not closed during trip

F. Do cinders fall in coach? Yes

G. Are there ornaments in the car? no

1. If so, describe them.

H. Are windows clean? No

I. What is the general appearance of trainmen's uniforms? Clean and neat

J. Overcrowding.

1. How many seats are vacant on car or in compartment between stops? List stops.

Main stops

From	To	Vacant Seats
Atlanta	Newnan	2 single seats
Newnan	Luthersville	1 " seat
Luthersville	Greenville	None
Greenville	Durant	none
Durant	Chipley	none
Chipley	Cataula	None
Cataula	Columbus	None

2. How many standers are there on car or in compartment between stops?

From	To	[redacted]
Atlanta	Newnan	None
Newnan	Luthersville	None
Luthersville	Greenville	5
Greenville	Durant	4

(From)	(To)	(Number of Standers)
Durant	Chipley	5
Chipley	Cataula	4
Cataula	Columbus	11

Remarks: The white car next to car #2 for colored was observed to have seat covers. None on seats in colored cars.

The overcrowding in each case appeared to be due to the boarding of workers. Some persons said they were workers going ~~home~~ to Columbus for the weekend

Form 0

Wadley

SCHEDULE OF FACILITIES AND SERVICES ON TRAINS AND BUSES

1. Point of origin of carrier Atlanta, Ga. 2. Destination of carrier Augusta Ga.

3. Point of origin of observer Atlanta, Ga 4. Destination of observer Augusta Ga

5. Mode of transportation train 6. Railroad or bus company Georgia R.R.

7. Carrier number, if any _____ 8. Date of trip Aug. 11, 1945

9. Trip mileage 175 10. Hours in transit 6

11. Coaches observed on trains ___ For white ___ For colored ✓ (Check one)

Wadley

SECTION I. FACILITIES AND CONVENIENCES

I. Trains: Facilities

A. Coaches

1. Number provided 2

a. cars 2

b. compartments _____

2. Type — Steel _____ Wooden ✓ Streamlined _____

3. Coach or car number (s) _____

4. When built _____ 5. When last reconditioned _____

6. Date of obsolescence _____

7. Proximity to locomotive next baggage car which is next to locomotive

B. Seating

1. Number of seats 32 double seats
10 in smoker

2. Type of seats

a. cushioned _____

b. leather ✓

c. reclining chair ___

3. Condition of seats — in repair ✓ need repair _____

a. seat covers provided none

b. clean ___ unclean _____

C. Ventilation

1. Windows -- single ✓ double _____ manipulation OK

2. Fans -- number none location _____

3. Air-conditioning none

4. Other types of ventilation (check): by open windows ✓ by open coach doors ✓
from ceiling ✓

D. Wash Room _____ Women's Room _____ (Check one)

1. Wash room

a. separate from toilet _____
b. same room with toilet ✓
c. mirrors _____ number none
d. basin ✓ in repair ✓ need repair _____
e. soap yes
f. towels yes
g. water available yes

2. Toilet

a. mirrors none number _____
b. soap yes
c. towels yes
d. water yes
e. commode -- in repair ✓ need repair _____

3. Lounge _____ Smoker ✓ (Check one or both)

a. number of seats 10
b. other conveniences _____

NONE

E. Lighting

1. Number of lighting units 18

2. Type of lighting affixed to side ceiling

3. Adequate ✓ Inadequate _____ (Check one)

F. Miscellaneous

SECTION II. SERVICES AND DENSITY OF TRAVEL

I. Tickets

A. Are ticket sellers apparently prompt in rendering service to ticket purchasers? nd.

B. Do ticket sellers appear courteous in performance of duty? yes

C. Is there at least one ticket seller on duty at all times at ticket window or counter observed? yes.

D. What is the method of taking tickets? at train steps

II. Boarding Passengers

A. Who boards passengers on coach or train observed? Negro porter

B. What is the method of directing passengers to coach or compartment?
The porter stands at col. entrance
the conductor stands at white entrance

III. Unloading Passengers

A. Are stops called audibly? yes

B. Do train employees exercise care in awaking sleeping coach passengers? yes

C. What aid is given passengers who are disembarking at points?
Handling of baggage by porter

By whom? porter

IV. Use of Coaches

A. What trainmen occupy seats for considerable period while observer is in transit?
Conductor

1. What duties, if any, do they perform in coach? Conductor does his paper work

B. If passengers are standing do trainmen, if seated, relinquish seats to passengers? nd.

C. How many seats in the coach are used by trainmen? 2 double seats

V. Porter Service

A. What is the mileage of trip taken for observation? 175

B. How many times does the attendant sweep coach, collect waste, etc.? none

C. List special services rendered by porter or car attendant.

none

VI. Dining Car Service

A. What is the exact time dining car waiters make calls for breakfast? _____

Lunch? _____ Dinner? _____

B. How many calls are made for breakfast? _____ Lunch? _____ Dinner? _____

C. Describe the general pattern of service in the dining car.

Note incidents, if any.

VII. Concession Service

A. How many times does the concessionaire bring wares to coach? 2

1. List commodities offered by concessionaire.

fruit - candy

B. From what point does concessionaire peddle his wares? ~~peed~~ from baggage car

VIII. Courtesy of Trainmen

A. Is conductor courteous? (Consider tone of voice, general manner, etc.) No.

Cite act (s) or incident (s) to justify answer.

The conductor had reserved 2 double seats for his own use. Night passengers were standing. He told a passenger he had "get out of that seat, you can't sit here".

B. Is porter courteous? No.

Cite act(s) or incident(s). reluctant to give information to passengers.

C. Are other trainmen courteous? unknown

List each and cite act(s) or incident(s).

IX. Miscellaneous

A. Is smoking permitted anywhere in the coach or compartment? Yes.

In a smoker? Yes

B. Is drinking water available at all times? Yes

1. Is it cold? Yes

2. Are there paper cups available? Yes

3. How many sources of drinking water are in the coach or compartment? 2

C. Are toilets and/or wash rooms sanitary? Yes

1. Describe general condition of them. No attempt to be ornamental. plain and clean.

D. Are pillows furnished by trainmen? no.

E. What is the general practice of opening and closing of toilet doors? closed when approaching station opened when leaving station

F. Do cinders fall in coach? yes

G. Are there ornaments in the car? no

1. If so, describe them.

H. Are windows clean? no

I. What is the general appearance of trainmen's uniforms? shabby

J. Overcrowding.

1. How many seats are vacant on car or in compartment between stops? List stops.

From	To	Vacant Seats
None		

2. How many standers are there on car or in compartment between stops?

From	To	Number of Standers
Atlanta	Augusta	

on an average of 14 standing in each car during entire trip.

(From) (To) (Number of Standers)

General description of trip.

The coaches had no luggage racks. The luggage was all in the isles and between the seats. The passengers hardly had any space to stand.

The train was very congested, many babies and women aboard. This was a local train and it stopped at every ~~sly~~ path. The passengers were mostly the rural type. The order was good.

TRJ-1

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel Date: August 13, 1945

Informant: President, local AFL dining car union

Reporter: James S. Hadley

This young man is president of the dining car local union (A. F. of L.). His main statement is worded thus: "The majority of the discriminatory acts emit from stewards, trainmen, conductors, and other representatives."

He stated that the steward and only the steward is supposed to handle the curtain on the dining car.

The steward usually interprets the law in his own terms.

Some stewards are liberal and some are very prejudiced.

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Union Station
2. Waiting Room: white ✓ ; colored
3. Date Aug. 13 1945 ; Time 6:15 - 8:00 p.m.
4. City and State Atlanta, Ga.
5. OBSERVER Margaret Price

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

B. Are white and colored passengers served in due turn?

II Telegraphic Service

A. Is personnel courteous? No station service - only telephone

B. Are white and colored passengers served in due turn?

III Travelers' Aid

A. Is personnel courteous? None on duty

B. Are white and colored passengers served in due turn?

IV Ticket Office

A. Is personnel courteous? It seemed to be — I couldn't hear any the conversations, however

B. Are white and colored passengers served in due turn? One time I observed about 6 Negroes at one window waiting to be served. A ticket seller was waiting on Negroes at a 2nd window and 2 ticket sellers were serving white passengers.

V Pullman Service

A. How are tickets purchased by Negroes?

1. At central or joint ticket office?

2. At station?

B. How are tickets purchased by white people?

1. At central or joint ticket office?

2. At station?

VI Restaurant

A. Is personnel courteous? The waitress who served me was courteous and helpful. I kept changing my mind about what I wanted but the waitress remained smiling and helpful.

B. What is minimum service time? I didn't check, since I only ordered a coca-cola -

C. List menus (note changes) Roast beef and dressing and lettuce and tomato salad; minced ham sandwiches; egg sandwiches; apple pie -

D. List food prices — ceiling prices listed, but no menus - waitresses told me what they had to serve -

E. Describe the types and conditions of attendants dress (uniform, etc.) The attendants wore uniforms, but not two were alike. At the late hour of the day, they were now too clean -

F. Describe the condition of the serviceware (linen, silver, etc.) Paper napkins - /

G. Are pests (rodents, insects, etc.) on the premises? a few flies -

H. Are loiterers observed on the premises? no

I. What is the method of handling food? The food is prepared behind the counter and in the kitchen behind the lunch counter - seems fairly sanitary

J. Are the premises sanitary? One of the waitresses was sweeping the floor while I was drinking my coca-cola

VII Rest Room: Men_____ Women ✓ (Check one observed)

A. Does room have a regular attendant? Yes - one maid works ~~#~~ in the morning and one works until 10:30 at night

B .Does maid or porter work on full-time or part-time basis —

C. Is the place in sanitary condition? yes; the maid was washing the lavatories, wiping off walls when I was there

D. Are soap and towels available? one bar soap and paper towels in rack

E. Is provision made for emergencies, such as sickness? If so, what provisions? —

VIII Baggage

A. Is personnel courteous? seemed to be -

B. Are white and colored passengers served in due turn? This needs further checking, but it seemed that Negroes were lined up and being served at one window and whites at another.

This not true

IX Miscellaneous

A. Are water fountains in working order? yes

Location? Women's rest room and hall to general waiting area

B. Counters

1. Are counters in sanitary condition? — ~~cones~~ included under restaurant

2. What are the methods of handling food?

3. Are white and colored passengers served in due turn?

C. Do clocks have correct time? yes

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? —

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous By and large, the personnel was courteous, gruff at times and forceful in clearing a passage for people getting off the train and coming (Free)

2. Does personnel strive to be helpful to passengers? yes - the gateman noticed a white woman with her baby and cleared the way for her to go through the gates - He did this for about 4 women and babies - all white - no Negro woman and baby pushed through crowd to ask gateman to let her through as white women did - If there was a Negro woman and baby in the crowd, she did not go through first (Other)

B. Note any acts of segregation in the area The was no ~~gen~~ segregation, per se, as both races crowded together around gates. In general, however, Negroes tended to be at the back, the most around the gates and at the side toward the baggage window - most accessible side from Negro waiting room.

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor

2. Porter

3. Other

Note: The mob at ~~Trad~~ gates 8 and 4 was huge, but seemed good-natured. I wandered around listening to conversations and starting a few, but nothing about race came up. When the gateman refused to let the Negro soldier through the gates, 2 Negro women standing next to me remarked to each other: "But he's a soldier, isn't he?"

X A. 1. through the gates to the station. The gateman at Track 8, for the N. C. and St. L going to Chicago, was discourteous to a negro, however. The man — a soldier made his way to the gate through the crowd of people and asked the gateman to let him through. Evidently the gateman refused — he had boarded some of the passengers but had held the others back. The negro returned to the waiting room, but about 5 minutes later was back again. I was too far back to hear the conversation, but evidently the soldier had been assured by someone in the waiting room that his train was leaving on Track 8. The gateman grew loud, positive and rough, and refused to let the soldier through the gate. The soldier, muttering to himself and evidently embarrassed, returned through the crowd to the waiting room.

X A. 2. The other gateman also let service men through the gates first — Negro and white soldiers entered together.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Movie and Juke Box Numbers, Terminal Station, Atlanta

Date: August 14, 1945

Informant:

Reporter: Douglas Carter

(All of the following were in the general waiting area, just outside of the Negro waiting room.)

Peep:

1. Juke Box Boogie
2. Honey Chile
3. Cab Calloway Medley
4. Yankee Doodle Never Went to Town
5. Till then
6. Boogie Woogie Dream
7. 47th Street Jive
8. I miss you

Open Face:

1. Preacher and the Bear
2. Ration Blues
3. Low-Down Dog
4. Rug Cutter Holiday
5. Fats Waller Medley
6. All Buzzitt Buzzitt
7. Ice Man
8. Old Man Mose

Peep:

1. San Antonio Rose
2. Bend Down Sister
3. Sports A la Mode
4. Let's Get Away From It All
5. The Dance of Shame
6. That Gal Salomay
7. Hawaiian War Chant
8. Pickle Puss
9. A String of Pearls
10. Minnie the Mermaid

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Terminal Station
2. Waiting Room: white _____ ;colored ✓ 5:30
3. Date Aug. 17 1945 ;Time ~~[illegible]~~ pm E.W.T.
4. City and State Atlanta Georgia
5. OBSERVER [illegible]

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

One rather elderly lady is abrupt and discourteous. Others "fair"

B. Are white and colored passengers served in due turn? No.

II Telegraphic Service

A. Is personnel courteous? No service except direct line to Western Union —

B. Are white and colored passengers served in due turn? _____

III Travelers' Aid

A. Is personnel courteous? Yes (colored attendant)

B. Are white and colored passengers served in due turn? No white passengers are served here.

IV Ticket Office

A. Is personnel courteous? Yes

B. Are white and colored passengers served in due turn? One ticket agent served colored passengers for a 2 hour period. Service was slow. As many as 12 persons stood in line at one time during the afternoon

V Pullman Service

A. How are tickets purchased by Negroes?

1. At central or joint ticket office?

2. At station? No Negroes known to have purchased tickets during period of observation.

B. How are tickets purchased by white people?

1. At central or joint ticket office?

2. At station?

VI Restaurant

A. Is personnel courteous? One courteous, one discourteous

B. What is minimum service time? ✓

C. List menus (note changes) Dinner: Chicken, .75; Weiner, .60
Fish - - .15 Sandwich - - .20
Milk - - .10 Cold Drink - - .05

D. List food prices ~~Ho~~

E. Describe the types and conditions of attendants dress (uniform, etc.)
Both attendants in uniforms. Not clean

F. Describe the condition of the serviceware (linen, silver, etc.)
Silver of reddish color. No linen.

G. Are pests (rodents, insects, etc.) on the premises? Flies were all around.

H. Are loiterers observed on the premises? No.

I. What is the method of handling food? Food is left open Flies on the food and stale air coming from other part of the station.

J. Are the premises sanitary? No. papers on the floor and the floor dirty otherwise

VII Rest Room: Men ✓ Women _____ (Check one observed)

A. Does room have a regular attendant? No.

B .Does maid or porter work on full-time or part-time basis No service

C. Is the place in sanitary condition? No. Very dirty with smoke coming from trains and very musty odor (this is in the basement)

D. Are soap and towels available? No.

E. Is provision made for emergencies, such as sickness? If so, what provisions? None.

VIII Baggage

A. Is personnel courteous? yes

B. Are white and colored passengers served in due turn? yes

IX Miscellaneous

A. Are water fountains in working order? yes (water not cool) Location? Left from entrance

B. Counters

1. Are counters in sanitary condition? None

2. What are the methods of handling food? X

3. Are white and colored passengers served in due turn? X

C. Do clocks have correct time? yes

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? yes

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous No (Train caller nods + shakes head when asked question)

2. Does personnel strive to be helpful to passengers? No.

B. Note any acts of segregation in the area We found none, although there might have been voluntary segregation.

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor

2. Porter

3. Other

In the restaurant a Negro was kicking about not being served. The counter was full of bottles and paper. Paper was on the floors.

TR-2 -1

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel, Observation and Photographing - Ga. R.R.

Date: Saturday: August 18, 1945

Informant:

Reporter: Slade, Hadley, Curruthers

Our first run was made from the Union Station, on the Georgia Railway from Atlanta to Scottdale. The train left at 8:00 P.M. EWT with Augusta, Georgia as its destination.

The first pictures were made on colored #36. This coach was an old-fashioned coach, dirty and equipped with poorly upholstered seats. It was very crowded, with people standing in the aisles. Space for colored numbered 1½ coaches; white 2½ coaches. Pictures were also made in the three compartments, the platform and the baggage car.

There were about fifteen people standing in the baggage car, in which car there were no seats, and twenty-nine in the aisles and on the platforms.

There were two compartments of 8 double seats each. One coach divided into one large and one small compartment, with 26 double seats in the former, and 8 double seats in the latter.

Total: One and one-half coaches in all.

Tr-L-4

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel, Observation and Photographing N.C. & St. P.

Date: August 18, 1945

Informant:

Reporter: Slade, Hadley, Curruthers

The second run was made from the Union Station on the N. C. & St. L. Ry. Train #94. 11:00 EWT.

Number of colored coach: #1887
First section of colored coach: 34 double seats
Smoker: 8 double seats
Compartment: 18 double seats
Men's toilets: No paper towels, dirty wash basin, and dirty floor.

There were 13 cars on the train, 1 for colored.
There were no standers, and the car was air-conditioned.

The destination of this train was Chicago, St. Louis, Nashville, Chattanooga.
We left the train at Marietta, Ga.

Tr-2-3

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel, Observation and Photographing A. & W. P.

Date: August 18, 1945

Informant:

Reporter: Slade, Hadley, Curruthers

The third run was made from the Atlanta Terminal Station. We boarded the Atlanta and West Point Railway at 1:30 EWT. This train is the Montgomery-Selma local. We left the train at College Park, Georgia.

Number of colored coach: 59
Old type coach, two small fans (working)
½ coach for colored, ½ coach part of baggage car.
2 coaches for white. No white standers.
30 double seats for colored in each section.
28 colored standers.
The toilets were clean and in good order.

Tr-L-4

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel, Observation and Photographing Central of Ga.

Date: August 18, 1945

Informant:

Reporter: Slade, Hadley, Curruthers

Fourth run: Central of Georgia out of the Atlanta Terminal Station. I did not ride down on this train, Curruthers and Lyons made this trip. I rode down with Slade to meet them at Jonesboro, Georgia. This train left the station at 5:00 EWT for Macon and Griffin.

We were present when the train arrived at Jonesboro. I observed that there was one ½ coach for colored and colored were also standing in the baggage car (in which there were no seats).

There were 2½ coaches for white passengers. 17 colored standing in coach. There were no whites observed standing.

Colored coach #513.

REMARKS: We received all the cooperation we needed. The colored trainmen assisted us willingly. The passengers were elated to have their pictures taken. The general opinion was that we were newspapermen and only wanted pictures for human interest stories. Two conductors noted the work, but neither said anything, and seemed not to mind.

(57-a)

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Incident, Union Station

Date: August 18, 1945
5:50 P.M.CWT

Informant:

Reporter: James S. Hadley

It was train time. The waiting rooms were filled, both white and colored. The people had overflowed into the streets at the colored entrance. A slim tall Negro civilian was sitting near the taxi entrance, which is near the colored station entrance, on his bags. The portly white plainclothes station detective grabbed him in the pants at the belt buckle. It seems as if the detective was trying to get him to go on the inside; the Negro did not offer resistance but refused to leave his position. It was very apparent that the Negro was drunk, very drunk. He kept saying that he was a discharged veteran. The detective slapped and kicked him down. He even kicked him while upon the ground.

The detective, after knocking him around, finally succeeded in carrying him into the baggage room. In a very few minutes, the patrol wagon came and picked him up, The city policeman practically threw him into the wagon.

The people milling round the scene were very upset and resentful. A few colored women spoke out that the colored men shouldn't stand around and let this helpless man be manhandled like that. No one came to his assistance.

Carruthers took two shots of the scene. As he took the picture, one man said "don't do that! He took the picture anyway, while another soldier said "take it."

Observed by: Slade, Hadley, Lyons, and Carruthers.

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Terminal Station
2. Waiting Room: white 1 ; colored _____
3. Date Aug. 18 1945 ; Time 4:15-6:00 p.m.
4. City and State Atlanta, Georgia
5. OBSERVER Margaret Price

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

B. Are white and colored passengers served in due turn? There was one white woman ~~standing~~ serving white people, and 2 women serving at the telephones. These 2 women also waited on the Negro passengers who presented themselves for service, but they did not get up to answer questions - merely turned around and raised their voices if necessary

II Telegraphic Service

A. Is personnel courteous? —

B. Are white and colored passengers served in due turn? No Negro presented himself for service at telegraph station during time of observation —

III Travelers' Aid

A. Is personnel courteous? —

B. Are white and colored passengers served in due turn? The one in white waiting room seems to be for white people only —

IV Ticket Office

A. Is personnel courteous? Seemed to be; one man seemed polite and helpful in telling a soldier about how to change his ticket.

B. Are white and colored passengers served in due turn? 2 men served white passengers, and 1 man served Negro passengers

V Pullman Service

A. How are tickets purchased by Negroes? —

1. At central or joint ticket office?

2. At station? —

B. How are tickets purchased by white people? —

1. At central or joint ticket office?

2. At station? —

VI Restaurant

A. Is personnel courteous? Yes, but directions are not clear. No substitutions are allowed in the menu, ~~but~~ without extra charge, but this is not made clear. Meals are served cafeteria style.

B. What is minimum service time? —

C. List menus (note changes) no. 1 - 75¢: apple pie, fried chicken, 2 vegetables, salad, dessert, coffee. no. 2 - 65¢: short ribs of beef on franks and tomato sauce, on

D. ~~List food prices~~ Creole omelette; 2 vegetables, salad, dessert, coffee. no. 3 - vegetable plate 40¢ - 3 vegetables, salad, dessert, coffee -

E. Describe the types and conditions of attendants dress (uniform, etc.) attendants wore uniforms, which did not match, however.

F. Describe the condition of the serviceware (linen, silver, etc.) cloth napkins; silverware seemed clean and in good condition

G. Are pests (rodents, insects, etc.) on the premises? lots of flies -

H. Are loiterers observed on the premises? no

I. What is the method of handling food? salads, desserts and water are left uncovered, as is all the food. However, attendants who serve meat and vegetables help the flies away from these foods, but not from drinks, desserts, and salads.

J. Are the premises sanitary? The floor seemed clean -

VII Rest Room: Men_____ Women ✓ (Check one observed)

A. Does room have a regular attendant? One maid was on duty part of the time, and a second one came on duty about 5:45 p.m.

B. Does maid or porter work on full-time or part-time basis full time

C. Is the place in sanitary condition? yes — floor and appliances were clean

D. Are soap and towels available? Soap is available, but no towels, except the soap + ~~towels~~ towels which may be obtained from the maid for 10¢. The towels are clean, and the soap is in individual bars. Women's and men's lavatories have been seen, & they have towels & soap. They are probably after a female usually, the soap is given out after inadvertently.

E. Is provision made for emergencies, such as sickness? If so, what provisions? —

VIII Baggage

A. Is personnel courteous? seemed to be —

B. Are white and colored passengers served in due turn? There was a definite line of people before the out-going baggage window — negroes and whites mixed. The attendant served each person in his due turn

IX Miscellaneous

A. Are water fountains in working order? one is; one does not shoot the water high enough for sanitary drinking. ~~Location?~~

B. Counters — in white waiting room only.

1. Are counters in sanitary condition? yes

2. What are the methods of handling food? handled sanitarily.

3. Are white and colored passengers served in due turn? no negroes presented themselves for service during time of observation

C. Do clocks have correct time? yes —

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? Yes —

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous Seemed polite to those who asked for information.

2. Does personnel strive to be helpful to passengers?

B. Note any acts of segregation in the area Track B - central of Georgia leaving about 4:15. Two gatemen were on duty. In general, negroes went through the gates on one side and white passengers on the other. After the first main group had passed through the gates, only the gatemen left. A group of negro men came up to the gate to (over)

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor

2. Porter

3. Other

enter - just as they were about to pass through, a white woman came up, and the gateman let them through first.

An old Negro man, about 60, with white hair, mustache, and goatee came into the general waiting area. He was neatly but shabbily dressed, and had a definite air of distinction. He approached the train official sitting ~~beside~~ outside the shed for trainmen, and asked if it were alright if he - the Negro man - sat in the general waiting area, but motioning toward the back of the area. The official said yes, he could sit anywhere he chose, but also indicated the back. The two men exchanged a few more words - Both seemed polite and on good terms with each other. The Negro man then went to a seat toward the back of the waiting room.

1

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observations on a train leaving the Union Station, Atlanta, Georgia

Date: August 19, 1945

Informant: Ga. R.R.

Reporter: Douglas Carter

The Atlanta to Augusta train on the Georgia Railroad Company Line

The Atlanta to Augusta train on the Georgia Railroad Company's line, No. 2 was made up with 1 freight car, 4 baggage cars and 4 passenger cars.

Negroes were allowed to get on the first passenger car behind the baggage cars. This was the only car constructed of wood. The others were constructed of steel. This car's number was 62 (of the West Point Co.)

The other cars - numbers 71, 80, and 82 (Georgia Road) - were,as pointed out, constructed of steel. The wooden care was dirty on the inside and on the outside, although the train was made up in Atlanta.

The first of the steel cars was loaded with Negroes after all of the seats in the wooden car had been taken.

A white army officer with a mixed group of men came to get on the train. There were about 8 white soldiers and about 5 Negro soldiers. The officer split his men to conform to the Jim Crow pattern.

The windows in car No. 62 were single. They could be opened and there were half screens in the windows.

This train left the Union Station at 8:15 A. M. (C. W. T.)

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Negro Waiting Room in the Union Station, Atlanta, Georgia
Date: August 19, 1945

Informant:

Reporter: Douglas Carter

In the Negro waiting room in the Union Station the floor was very dirty. In the Men's waiting room there was no soap. There was paper for towels. The floor and wash basins were dirty and the room was "stuffy".

In the "General Waiting Area" Negroes and whites wer standing together.

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview 8/19/45 2. Time of Interview 1:30 P.M.
3. Place of Interview 1092 Fair St. 4. City Atlanta 5. State Georgia
6. Name of Informant Oscar Warren 7. Sex M 8. Race Negro
10. Address of Informant Unknown 9. Age App. 40
11. Occupation of Informant Laborer
a. Company _____ b. Station Terminal
12. Interviewer James O. Slade

Section II

INCIDENT:
Date August 16, 1945 Time _____
Place Terminal Station Line _____

Warren's Statement:

"While I was on duty, a train came into the station with about 40 white soldiers. In charge of them was a Negro lieutenant. They all proceeded to the white restaurant for food. The woman in charge there instructed the group that the colored soldier would have to eat in the colored restaurant across the way. A white soldier spoke: 'We are all together, lady; if he can't eat over here we'll go with him and eat. After all, he is in charge of us and we're supposed to stick together.' 'I'm sorry,' said the lady in charge, 'we can't permit that either.' After she went to the rear for a short period, she returned and granted the Negro lieutenant permission to eat in the white restaurant with the white soldiers.

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview 8/19/45 2. Time of Interview 11:00 A.M.
3. Place of Interview Fair St. 4. City Atlanta 5. State Ga.
6. Name of Informant Bell 7. Sex M 8. Race Negro
10. Address of Informant Unknown 9. Age App. 40
11. Occupation of Informant Red cap
a. Company _____ b. Station Terminal
12. Interviewer Slade

Section II

INCIDENT:
Date About April, 1945 Time _____
Place Terminal Station Line _____

Bell's statement: "Two Negro soldiers were apprehended in the white waiting room by a train caller named George Lang. The soldiers, it was thought, were on their way to the telegraph office, located in the waiting room for white. The soldiers were hustled out of the waiting room into the passageway (to trains) and suddenly found themselves in the hands of two M.P.'s and a civilian policeman. The train caller joined the policemen in administering a beating to these soldiers.

"One of the soldiers is said to have reported the incident to his C.O. At any rate, some time later a special government man came down from Washington to investigate. When the government man finally got around to George Lang in the course of conversing with different people at the station, he asked Lang: 'How do you get along with the Negroes here?' 'Oh, well,' said Lang, 'when they get out of their place, we just knock the hell out of them.' 'I see,' was the reply to this statement.

"The government man then went to the superintendent and asked that something be done about the abuse of the soldiers. The man placed major responsibility for the incident upon Lang.

"The superintendent laid Lang off for two or three months. He has been a little better since he came back to work, but he is still probably the most hated man around here.

"Since this incident they don't seem to bother much about Negroes going into the white waiting room for certain services."

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Ticket Office, Terminal Station. Date: August 19, 1945.

Informant:

Reporter: J. O. Slade.

While there are four ticket windows which open to the colored waiting room at the Terminal Station in Atlanta, Georgia, at no time in the past three weeks has this observer seen more than two of these windows open to ticket purchasers.

Note: The observer has made visits to this waiting room almost daily for three weeks.

Tickets are sold only at one of the open windows. Observation suggests that, at any given time , one ticket seller is designated to serve Negroes.

At 4:45 P. M. E.W.T., Saturday, August 18, eighteen Negroes stood in line at the ticket window waiting to be served.

Red Caps suggest that during any rush period, three or more ticket sellers serve white passengers.

The enclosure at ticket windows for colored-----When E. Bell,Red Cap, and other red caps were questioned about the occasion for the enclosure, they said: "Some ticket agents claimed that Negroes are so noisy on their side, we need it (the enclosure) to keep the noise out so that we wont make errors in our work; other agents said, it keeps the odor in the Negro waiting room out of the ticket office."

Form A.
Number _____

INCIDENT MEMORANDUM

Ga. R.R.

Section I

1. Date of Interview Aug. 22, 1945 2. Time of Interview 7:30 P.M.
3. Place of Interview Private home 4. City Atlanta 5. State Ga.
6. Name of Informant Courtlandt Green 7. Sex M 8. Race Negro
10. Address of Informant First Street 9. Age 34
11. Occupation of Informant Postal clerk
a. Company _____ b. Station _____
12. Interviewer James S. Hadley

Section II

INCIDENT:
Date Wednesday, Aug. 15, 1945 Time _____
Place Augusta, Georgia Line Georgia Railway

A Negro discharged soldier boarded the train at Augusta, Georgia. Before the train moved out, the conductor took up tickets. The soldier gave him a "pass" which was issued to him at Camp Gordon. He was under the impression that he could ride to Birmingham on this "pass." (It is not known whether it was a transportation pass or not.) The porter brought it back and threw it at him saying, "The conductor said, 'You'll have to buy a ticket if you're going to ride his train.'" This was said in a mean and discourteous manner.

Upon this, the soldier left the train and summoned two MP's. After a conference with the conductor, porter, and MP's, he reentered the train and continued his journey without further incident.

Form A.
Number _____

INCIDENT MEMORANDUM

Ga. R.R.

Section I

1. Date of Interview Aug. 22, 1945 2. Time of Interview 7:30 P.M.
3. Place of Interview Private home 4. City Atlanta 5. State Ga.
6. Name of Informant Courtlandt Green 7. Sex M 8. Race Negro
10. Address of Informant First Street 9. Age 34
11. Occupation of Informant Postal clerk
a. Company _____ b. Station _____
12. Interviewer James S. Hadley

Section II

INCIDENT:
Date Wednesday, Aug. 15, 1945 Time _____
Place Augusta, Georgia Line Georgia Railway

A Negro discharged soldier boarded the train at Augusta, Georgia. Before the train moved out, the conductor took up tickets. The soldier gave him a "pass" which was issued to him at Camp Gordon. He was under the impression that he could ride to Birmingham on this "pass." (It is not known whether it was a transportation pass or not.) The porter brought it back and threw it at him saying, "The conductor said, 'You'll have to buy a ticket if you're going to ride his train.'" This was said in a mean and discourteous manner.

Upon this, the soldier left the train and summoned two MP's. After a conference with the conductor, porter, and MP's, he reentered the train and continued his journey without further incident.

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Union
2. Waiting Room: white ✓ ; colored
3. Date August 22 1945 ; Time 9-10:30 a.m.
4. City and State Atlanta Georgia
5. OBSERVER Margaret Price

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

Quite; a request for detailed information was met promptly, interestedly, and courteously

B. Are white and colored passengers served in due turn? Yes, the station was not at all crowded, and requests for information were few. One Negro man entered the white waiting room & approached the information desk. Either he realized that he was in the white waiting room, or else the agent indicated (back of schedule)

2 operators on duty -

II Telegraphic Service

A. Is personnel courteous? no station service - only direct wire to Western Union

B. Are white and colored passengers served in due turn? _____

III Travelers' Aid

A. Is personnel courteous? _____

B. Are white and colored passengers served in due turn? ✓ No Negro presented himself for service

IV Ticket Office

A. Is personnel courteous? seemed to be -

B. Are white and colored passengers served in due turn? Yes; the station was quite uncrowded, and few people presented themselves for service; the two or three agents on duty seemed to handle the situation nicely.

V Pullman Service

A. How are tickets purchased by Negroes?

1. At central or joint ticket office?

2. At station?

B. How are tickets purchased by white people?

1. At central or joint ticket office?

2. At station?

VI Restaurant

A. Is personnel courteous? One waitress seemed disinterested in waiting on customers, and in a manner that bordered on insolence told patrons what food the restaurant had to offer.

Restaurant closed at 11 o'clock E. W. T.

B. What is minimum service time? I waited 15 minutes before a waitress appeared to wait on me. After I had been there about 5 minutes, she signalled that she'd be with me but it was 10 more minutes before she came to take my order. I was served within

C. List menus (note changes) (back, schedule)

eggs, toast, hot cakes, tomato juice, grape fruit juice, coffee, milk, & perhaps other food.

D. List food prices

E. Describe the types and conditions of attendants dress (uniform, etc.)

Each waitress had on a uniform, but none matched, nor looked clean

F. Describe the condition of the serviceware (linen, silver, etc.) No napkins; serviceware in good condition.

G. Are pests (rodents, insects, etc.) on the premises? a few flies.

H. Are loiterers observed on the premises? no.

I. What is the method of handling food? Food is prepared in the kitchen ~~from~~ behind the counter — seemed to be fairly sanitarily handled.

J. Are the premises sanitary? Floor was dirty — paper, cigarette ashes, and dirt.

VII Rest Room: Men____ Women ✓ (Check one observed)

A. Does room have a regular attendant? No maid was on duty, but one was scheduled to come in at 11:30, E.W.T.

B .Does maid or porter work on full-time or part-time basis —

C. Is the place in sanitary condition? yes - floors and appliances were clean

D. Are soap and towels available? towels available, but no soap - faucets to one wash-basin not working -

E. Is provision made for emergencies, such as sickness? If so, what provisions? —

VIII Baggage

A. Is personnel courteous? —

B. Are white and colored passengers served in due turn? —

IX Miscellaneous

A. Are water fountains in working order? yes

Location?

B. Counters

1. Are counters in sanitary condition? none besides restaurant

2. What are the methods of handling food?

3. Are white and colored passengers served in due turn?

C. Do clocks have correct time? Yes

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? Yes

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous No observations here

2. Does personnel strive to be helpful to passengers?

B. Note any acts of segregation in the area

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor

2. Porter

3. Other

I B.

that ~~he~~ must go to colored waiting room. At any rate he went out without a word, entered the colored waiting room, asked for and received his information.

VI B.

~~4~~ minutes after the order was taken — for hot cakes, fried eggs, and coffee —

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Terminal
2. Waiting Room: white ✓ ; colored
3. Date Aug. 23, 1945 ; Time 9:30 – 10:30 a.m.
4. City and State Atlanta, Ga.
5. OBSERVER Margaret Grise

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

B. Are white and colored passengers served in due turn? No Negro presented himself for service during the time of observation

II Telegraphic Service

A. Is personnel courteous? Yes – the operator (woman) seemed to have no hesitancy in serving a Negro, and was courteous about it.

B. Are white and colored passengers served in due turn? A Negro soldier was being served when I entered the white waiting room at 9:30. Since I did not see when he entered, I can not report on whether or not he was being served in due turn

III Travelers' Aid

A. Is personnel courteous?

B. Are white and colored passengers served in due turn?

IV Ticket Office

A. Is personnel courteous? Seemed to be

B. Are white and colored passengers served in due turn? There were 2, and at time 3, agents at the white counter, and 1 agent at the Negro window, although 2 windows were open for service. Only a few white people presented themselves for service during the time of observation, although (back) schedule)

V Pullman Service

A. How are tickets purchased by Negroes?

1. At central or joint ticket office?

2. At station?

B. How are tickets purchased by white people?

1. At central or joint ticket office?

2. At station?

VI Restaurant

A. Is personnel courteous? Yes

B. What is minimum service time? cafeteria style — no line so I went through in about 1 minute

C. List menus (note changes) I entered the restaurant at 9:45 (C.W.T), and the breakfast food had been replaced by dinner. The menu was still up, though, during part of the time I was there.

~~D. List food prices~~ Listed were breakfasts for 60¢, 55¢, 45¢, 30¢, and miscellaneous foods. Included were eggs, rasher bacon, grits, toast, doughnuts, orange, grapefruit + tomato juice, cantaloupe, coffee, and milk.

E. Describe the types and conditions of attendants dress (uniform, etc.) Five Negroes on duty had on blue + white striped uniforms, white aprons + caps. Two white women behind the counter had on white uniforms

F. Describe the condition of the serviceware (linen, silver, etc.) ~~linen~~ cloth napkins; silver clean + whole — not rusty or chipped.

G. Are pests (rodents, insects, etc.) on the premises? a few flies

H. Are loiterers observed on the premises? no

I. What is the method of handling food? handled with forks + spoons from the ~~dishes~~ containers on the counters.

J. Are the premises sanitary? Waitresses were mopping floor + washing off tables

VII Rest Room: Men____ Women ✓ (Check one observed)

A. Does room have a regular attendant? One maid was on duty — in uniform.

B. Does maid or porter work on full-time or part-time basis —

C. Is the place in sanitary condition? Yes - floors + appliances clean

D. Are soap and towels available? soap available free, but no towels - Soap & towels may be rented from the maid for 10¢ -

E. Is provision made for emergencies, such as sickness? If so, what provisions? —

VIII Baggage

A. Is personnel courteous? —

B. Are white and colored passengers served in due turn? seemed to be - Such a few people presented themselves for service that there rarely was much question "due turn"

IX Miscellaneous

A. Are water fountains in working order? —

Location? —

B. Counters

1. Are counters in sanitary condition? yes

2. What are the methods of handling food? sanitary -

3. Are white and colored passengers served in due turn? —

C. Do clocks have correct time? yes

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? —

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous _____

_____

2. Does personnel strive to be helpful to passengers? _____

_____

_____

B. Note any acts of segregation in the area _____

_____

_____

_____

_____

_____

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor _____

_____

_____

2. Porter _____

_____

_____

3. Other _____

_____

_____

Only 6 or 8 people were in area, although a number of white soldiers passed through on the way to the U.S.O. Lounge & waiting rooms. No crowds were gathered at the gates to out-going or in-coming trains — nothing was happening.

IV B.

quite a few Negroes appeared. Even though there were no white passengers waiting for service, and three or four Negroes were waiting, only one man served the Negroes.

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Atlanta Terminal Station
2. Waiting Room: white _____ ; colored ✓
3. Date Aug. 23, 1945 ; Time 9:30 A.M. 12:30 p.m.
4. City and State Atlanta, Ga.
5. OBSERVER James L. Hadley - Douglas Carter

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

Personnel courteous

B. Are white and colored passengers served in due turn? _____

No.

II Telegraphic Service

A. Is personnel courteous? _____

Direct wire -

B. Are white and colored passengers served in due turn? _____

III Travelers' Aid

A. Is personnel courteous? Very courteous

B. Are white and colored passengers served in due turn? _____

only colored patrons served

IV Ticket Office

A. Is personnel courteous? yes

B. Are white and colored passengers served in due turn?

no.

V Pullman Service

A. How are tickets purchased by Negroes?

1. At central or joint ticket office? Joint ticket office.

2. At station? no.

B. How are tickets purchased by white people?

1. At central or joint ticket office? both

2. At station? both

VI Restaurant

A. Is personnel courteous? no.

B. What is minimum service time? slight - 5 minutes food on steam table

C. List menus (note changes) Hamburgers, weiners, beef, fish

D. List food prices $50 - $1.00

E. Describe the types and conditions of attendants dress (uniform, etc.) light blue uniform neat - shoes unkempt

F. Describe the condition of the serviceware (linen, silver, etc.) good

G. Are pests (rodents, insects, etc.) on the premises? no

H. Are loiterers observed on the premises? yes. from outside

I. What is the method of handling food? sanitary

J. Are the premises sanitary? yes

VII Rest Room: Men ✓ Women _____ (Check one observed)

A. Does room have a regular attendant? yes, but he is slack in his duties

B. Does maid or porter work on full-time or part-time basis _____

full-time

C. Is the place in sanitary condition? no.

D. Are soap and towels available? no.

E. Is provision made for emergencies, such as sickness? If so, what provisions? no.

VIII Baggage

A. Is personnel courteous? yes

B. Are white and colored passengers served in due turn? yes

IX Miscellaneous

A. Are water fountains in working order? yes

Location? Waiting room

B. Counters

1. Are counters in sanitary condition? yes

2. What are the methods of handling food? No food counter

3. Are white and colored passengers served in due turn? _____

yes, at fruit stand in Gen. Waiting Area.

C. Do clocks have correct time? yes.

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? yes.

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous yes

2. Does personnel strive to be helpful to passengers?

yes

B. Note any acts of segregation in the area

No. White and colored sit where they desire.

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor

2. Porter

3. Other

T-H-16

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel, Atlanta to Athens, Georgia Date: August 24, 1945

Seaboard

Informant:

Reporter: James S. Hadley

The train station was very crowded. The train was due to leave at 7:20 EWT but was 35 minutes late. At the ticket enclosure, I met Slade and Carter. Lyons was expected to join us for the trip. There were six people in line; I was third from the window. The man in front of me had a ticket that he wanted the money refunded on because his wife said she couldn't use it. The ticket clerk (only 1 on duty for colored) told him he "would have to go to the office across the street." But the way the clerk spoke to him incensed the man. The clerk also said, "Get out of the way so other people can purchase their tickets. I don't have time to fool with you." The man replied that his money"was as good as anyone else's, and he was due some condideration." Carter and I gave the man what assistance we could by consoling and directing him to the General Passenger agent's office in the Southern Railway Building.

About this time, after I had purchased my ticket, Lyons and Slade metus at the gate, which was very crowded. Carter left to purchase Lyons' ticket, but returned, saying that he was unable to purchase one without running the risk of missing the train, as there was a long line in front of him at the ticket window. I suggested that we explain the gateman and buy the ticket on the train, as I had done this previously the week before. The gateman refused to let Lyons down, saying he still had time to purchase a ticket. He was very discourteous in making this statement. We sent back and purchased the ticket, and had to walk far beyond the station platform to board the train. It was dark out there and very dangerous. We had to walk down another track to reach our coach.

All the seats on the train were filled with the exception of two, after everyone was seated. The first compartment, which was one-third of a white coach, was very obsolete. It was not air conditioned, had no fans, and no screens at the windows. Its twelve double seats were constructed of hard leather upholstery. These seats were badly worn and frayed. In this car there were several high school boys going to be inducted in camp in Virginia. We took a picture of this compartment. The passengers offered no objections. There was a smoking compartment of four seats. These were occupied, and the occupants were very uncomfortable in these hard leather seats.

In the compartment (one-half baggage car) the seats (18) were of the reclining adjustment type. These seats were in good condition, and the car was air-conditioned. #604.

In this compartment, all the seats were taken but 4. These seats held the conductor's office box. We sat down on the opposite seat, and were told by the conductor to move, inasmuch as there were no other seats available in this car. We took a picture of these four seats and conductor's office case.

It seemed, as a result of these modern comfortable seats, that the passengers were more relaxed. They did not carry on much conversation, and were very orderly. I believe

the seats and comfortable temperature had a lot to do with this. When I observe cars of obsolete makr, and therefore stuffy and uncomfortable, I find people are more nervous and irritable and talkative.

In this coach also, one toilet for men was in good repair. The basin was clean, there was a nice large mirror, liquid soap, and paper towls.

The other compartment (3 in all) was part of the baggage car also and identical.

We felt that it was about time to get off the train. We took the bag, etc. to the platform which is used to load and unload passengers. While waiting for our station, a white soldier came through the coaches. He insisted on telling us about his service overseas and his wounds. Lyons and the fellow entered into the topic of racial attitudes and prejudices.

Just as the train was pulling off from this short stop, the porter came up and said, "Don't you get off at Athens?" We replied "yes." He tells us we just left Athens. We said he did not call the station (which he did not) and he replied that he would have told us if we had had the blue slip where he could have seen it. He did not give Lyons a blue slip at all. Furthermore, he admitted that he did not call the station so we could hear him, because he called it in the other compartment. We did not argue.

The conductor said we could purchase tickets for Elberton, the next stop. We did this. Lyons' complained to the conductor on the failure of the porter to call the station. The conductor asked Lyons "Was he trying to tell him how to run his business?"

We rode without further incident. It was plain that we were ignored (train stop incident) because of our picture-taking activities.

Tr-G-3

FORM O.

SCHEDULE OF FACILITIES AND SERVICES ON TRAINS

1. Point of origin of carrier Birmingham, Ala. 2. Destination of carrier Washington, D.C.

3. Point of origin of observer Atlanta, Ga 4. Destination of observer Athens, Ga.

5. Mode of transportation train 6. Railroad company Seaboard Air Line

7. Carrier number, if any 10 8. Date of trip Aug. 24, 1945

9. Trip mileage approx. 72 miles 10. Hours in transit 2 hrs 8:30 p.m. - 11:30 p.m. E.W.T.

11. Coaches observed on trains ____ For white ✓ For colored _____ (Check one)

SECTION I. FACILITIES AND CONVENIENCES

I. Trains: Facilities

A. Coaches

1. Number provided _____

a. cars 3

b. compartments 1

2. Type — Steel ✓ Wooden _____ Streamlined _____

3. Coach or car number (s) 604 (one of was n)

4. When built —

5. When last reconditioned —

6. Proximity to locomotive 1st baggage car; another baggage car half; which was a negro coach; then coach of was n; 1/3; which was for negroes

B. Seating

1. Number of seats 28 benches - 56 seats

2. Type of seats

a. cushioned ✓

b. leather _____

c. reclining chair - one coach, I think

3. Condition of seats — in repair ✓ need repair _____

a. seat covers provided no

b. clean _____ unclean _____

C. Ventilation

1. Windows — single ✓ double _____ manipulation _____

2. Fans — number 2 location each end of compartment

3. Air-conditioning _____

4. Other types of ventilation (check): by open windows — by open coach doors _____

from ceiling _____

D. Men's Room _____ Women's Room ✓ (Check one) see attached sheet

1. Wash room

a. separate from toilet ✓

b. same room with toilet _____

c. mirrors ~~yes~~ number _____

d. basin _____ in repair _____ need repair _____

e. soap _____

f. towels + _____

g. water available _____

2. Toilet

a. mirrors _____ number _____

b. soap _____

c. towels _____

d. water _____

e. commode — in repair _____ need repair _____

3. Lounge _____ Smoker _____ (Check one or both)

a. number of seats _____

b. other conveniences _____

E. Lighting

1. Number of lighting units 7

2. Type of lighting ceiling globes

3. Adequate ✓ Inadequate _____ (Check one)

F. Miscellaneous

SECTION II. SERVICES AND DENSITY OF TRAVEL

I. Tickets

A. Are ticket sellers apparently prompt in rendering service to ticket purchasers? yes

B. Do ticket sellers appear courteous in performance of duty? yes

C. Is there at least one ticket seller on duty at all times at ticket window or counter observed? yes

D. What is the method of taking tickets? - conductor took tickets + placed station identification card at window; Negro attendant kept check of no. of passengers going to each destination - I M.P.D accompanied conductor

II. Boarding Passengers

A. Who boards passengers on coach or train observed? Conductor

B. What is the method of directing passengers to coach or compartment? Conductor said fairly courteously "go to your right - I tried to board one coach but was directed further down the train because I was a local passenger.

III. Unloading Passengers

A. Are stops called audibly? Fairly so - not all stops called

B. Do train employees exercise care in awaking sleeping coach passengers? None were sleeping

C. What aid is given passengers who are disembarking at points? When I got off at Athens, conductor placed metal step on ground; helped each woman passenger by taking her arm

By whom? conductor

IV. Use of Coaches

A. What trainmen occupy seats for considerable period while observer is in transit? None

1. What duties, if any, do they perform in coach?

B. If passengers are standing do trainmen, if seated, relinquish seats to passengers? —

C. How many seats in the coach are used by trainmen? none

V. Porter Service

A. What is the mileage of trip taken for observation? Approx. 72 miles

B. How many times does the attendant sweep coach, collect waste, etc.? once

C. List special services rendered by porter or car attendant. —

VI. Dining Car Service

A. What is the exact time dining car waiters make calls for breakfast? _____

Lunch? _____ Dinner? None while cars in transit

B. How many calls are made for breakfast? _____ Lunch? _____

Dinner? _____

C. Describe the general pattern of service in the dining car. —

Note incidents, if any. —

VII. Concession Service

A. How many times does the concessionaire bring wares to coach? 2 concessionaires came through one time each.

1. List commodities offered by concessionaire.

one - milk

one - sandwiches

B. From what point does concessionaire peddle his wares? Atlanta

VIII. Courtesy of Trainmen

A. Is conductor courteous? (Consider tone of voice, general manner, etc.) ticket conductor was; the boarding conductor wasn't.

Cite act (s) or incident (s) to justify answer. The ticket conductor was in very good humor, smiling and exchanging pleasantries with each passenger.

The conductor who boarded me was courteous to me, but gruffly told a negro passenger to go to the next coach. The negro replied that the conductor at that coach had sent him to this one. "I don't care what he said," said the conductor. "You can't get in here."

B. Is porter courteous? —

Cite act(s) or incident(s).

C. Are other trainmen courteous? —

List each and cite act(s) or incident(s). The waiter from the dining car who sold sandwiches was quite

good-natured and obliging as he peddled his sandwiches

IX. Miscellaneous

A. Is smoking permitted anywhere in the coach or compartment? yes

In a smoker? _____

B. Is drinking water available at all times? yes

1. Is it cold? yes
2. Are there paper cups available? yes
3. How many sources of drinking water are in the coach or compartment? 1 in each coach & compartment

C. Are toilets and/or wash rooms sanitary? yes

1. Describe general condition of them. Flor clean; toilets & washbasins clean and in working order. Soap and towels available

D. Are pillows furnished by trainmen? not in coach + was on -

E. What is the general practice of opening and closing of toilet doors? —

F. Do cinders fall in coach? no

G. Are there ornaments in the car? no

1. If so, describe them.

H. Are windows clean? yes

I. What is the general appearance of trainmen's uniforms? clean; one or two were wrinkled

J. Overcrowding.

1. How many seats are vacant on car or in compartment between stops? List stops.

From	To	Vacant Seats

The train was not at all crowded. There were vacant seats in each coach.

2. How many standers are there on car or in compartment between stops?

From	To	Number of Standers

(From)	(To)	(Number of Standers)

Miscellaneous:

I observed 2 white men go to the rear of the coach and drink from a bottle of whiskey - They did not get drunk while I was on the train, however -

In Athens, I approached the taxi area to get a cab; a driver who was occupied with another passenger motioned that he would drive me, also. The other passenger was a Negro man. The driver motioned for me to get in the front of the cab, which I did - The Negro man got in the back seat -

Par I D - Washrooms

I counted 3 toilets and washrooms in the coaches provided for white passengers, and there possibly was a ~~than~~ found.

In the coach in which I rode, the toilet and wash basin were in separate compartments. In one, there was a toilet, with no mirror, no washbasin, just across from it, - not closed off, was the wash basin, with soap and towels provided, but no mirror. There was a bench, seating 2 people - regular train bench.

In another coach, the toilet and wash basin were in the same compartment. Soap and towels were provided, but no mirror. The hot water faucet was out of order.

In a third coach, the toilet and wash basin were in the same compartment - also a mirror. Soap and towels were provided.

Each was well-lighted, and each had one window.

Observations at Terminal Station before boarding train.

Two negro women were at the telegraph station when I entered the ~~station~~ waiting room about 6:45, C.W.T. The attendant seemed courteous in serving them, and apparently took them in their proper turn.

Large groups of negro soldiers passed through the white waiting room on their way from the general waiting area to the front, the station, and from the front, the station to the general waiting area. I heard no comment on the situation.

TT-6-4

FORM 6.

SCHEDULE OF FACILITIES AND SERVICES ON TRAINS

1. Point of origin of carrier Atlanta 2. Destination of carrier Washington
3. Point of origin of observer Atlanta 4. Destination of observer Athens, Ga.
5. Mode of transportation Train 6. Railroad company Seaboard
7. Carrier number, if any 10 8. Date of trip Aug 24, 1944
9. Trip mileage 72 10. Hours in transit 2 hrs.
11. Coaches observed on train ___ for white 2 for colored 1 (Check one)

Jas. S. Hadley

SECTION I. FACILITIES AND CONVENIENCES

time 8:30 – 11:30 p.m. E.W.T.

mileage – 72
no. of coaches for white 3 2/3
Colored 1/2 coach + 1/3

I. Trains: Facilities

A. Smoking

1. Number provided 12
   a. cars ___
   b. compartments 3
2. Type — Steel ✓ Wooden ___ Streamlined ___
3. Coach or car number (s) 604 – 276
4. When built ___
5. When last reconditioned ___
6. Proximity to locomotive next car

B. Seating

1. Number of seats 76
2. Type of seats
   a. cushioned 10 reclining mohair
   b. leather 18 seats
   c. reclining chair 60 room leather
3. Condition of seats — in repair ___ need repair ___
   a. seat covers provided no
   b. clean ___ unclean ___

C. Ventilation

1. Windows -- single ✓ double _____ manipulation _____

2. Fans -- number 2 location 1st com section

3. Air-conditioning ✓ 1 part of whole coach

4. Other types of ventilation (check): by open windows ✓ by open coach doors _____ ½ of baggage car

from ceiling _____

D. Men's Room _____ Women's Room _____ (Check one)

1. Wash room

a. separate from toilet ✓ (1)

b. same room with toilet ✓ (1)

c. mirrors yes number ~~[illegible]~~

d. basin 1 in repair ✓ need repair _____

e. soap yes

f. towels yes

g. water available yes

2. Toilet

a. mirrors none number _____

b. soap yes

c. towels yes

d. water yes

e. commode -- in repair yes need repair _____

3. Lounge none Smoker ✓ (Check one or both)

a. number of seats 4

b. other conveniences none

E. Lighting

1. Number of lighting units 8

2. Type of lighting Ceiling

3. Adequate yes Inadequate _____ (Check one)

F. Miscellaneous

SECTION II. SERVICES AND DENSITY OF TRAFFIC

I. Tickets

A. Are ticket sellers apparently prompt in rendering service to ticket purchasers? no

B. Do ticket sellers appear courteous in performance of duty? no

C. Is there at least one ticket seller on duty at all times at ticket window or counter observed? no

D. What is the method of taking tickets? at door for Inspection - Conductor - porter and M.P.

II. Boarding Passengers

A. Who boards passengers on coach or train observed? Porter

B. What is the method of directing passengers to coach or compartment? none - we had great difficulty in finding our coach

III. Unloading Passengers

A. Are stops called audibly? yes

B. Do train employees exercise care in awaking sleeping coach passengers? no

C. What aid is given passengers who are disembarking at points? none

By whom?

IV. Use of Coaches

A. What trainmen occupy seats for considerable period while observer is in transit? Conductor occupies 4 single seat

1. What duties, if any, do they perform in coach? office work

B. If passengers are standing do trainmen, if seated, relinquish seats to passengers?

C. How many seats in the coach are used by trainmen?

none standing

V. Porter Service

A. What is the mileage of trip taken for observation? _____

B. How many times does the attendant sweep coach, collect waste, etc.? _____

2 times

C. List special services rendered by porter or car attendant. _____

none

VI. Dining Car Service

A. What is the exact time dining car waiters make calls for breakfast? _____

Lunch? _____ Dinner? _____

B. How many calls are made for breakfast? _____ Lunch? _____

Dinner? _____

C. Describe the general pattern of service in the dining car. _____

Note incidents, if any. _____ V.

VII. Concession Service

A. How many times does the concessionaire bring wares to coach? _____

1. List commodities offered by concessionaire. _____

B. From what point does concessionaire peddle his wares? from baggage car

VIII. Courtesy of Trainmen

A. Is conductor courteous? (Consider tone of voice, general manner, etc.) _____

Cite act (s) or incident (s) to justify answer. The porter nor the conductor called the station. We were on the platform, the one used to load and unload passengers, and we were not told it was our stop until the door was closed, and the train pulling off. I think this was intentional because of our photographing activities.

B. Is porter courteous? _____

Cite act(s) or incident(s). No. Very rude when reminded that he did not call station.

C. Are other trainmen courteous? No one courteous on this train

List each and cite act(s) or incident(s). _____

IX. Miscellaneous

A. Is smoking permitted anywhere in the coach or compartment? yes

In a smoker? yes

B. Is drinking water available at all times? yes

1. Is it cold? yes
2. Are there paper cups available? yes
3. How many sources of drinking water are in the coach or compartment?

C. Are toilets and/or wash rooms sanitary? yes

1. Describe general condition of them. These toilets are fairly clean but are old fashioned. This is probably due to the obsolete coach. It isn't possible to achieve the sanitary results one would receive in a late model car.

D. Are pillows furnished by trainman? no.

E. What is the general practice of opening and closing of toilet doors? the rules are carried out promptly. Approaching stops they are locked, leaving stops they are unlocked.

F. Do cinders fall in coach? yes

G. Are there ornaments in the car? no

1. If so, describe them.

H. Are windows clean? yes

I. What is the general appearance of trainman's uniform?

neat

J. Overcrowding.

1. How many seats are vacant on car or in compartment between stops? List stops.

From	To	Vacant Seats
2 - Green Atlanta	to Athens, Ga.	-2

2. How many standers are there on car or in compartment between stops?

From	To	Number of Standers
None		

(From)	(To)	(Number of Standards)

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel, Atlanta to Athens, Georgia Date: August 24, 1945

Informant:

Reporter: James S. Hadley — H.C. Lyons

The train station was very crowded. The train was due to leave at 7:20 EWT but was 35 minutes late. At the ticket enclosure, I met Slade and Carter. Lyons was expected to join us for the trip. There were six people in line; I was third from the window. The man in front of me had a ticket that he wanted the money refunded on because his wife said she couldn't use it. The ticket clerk (only 1 on duty for colored) told him he "would have to go to the office across the street." But the way the clerk spoke to him incensed the man. The clerk also said, "Get out of the way so other people can purchase their tickets. I don't have time to fool with you." The man replied that his money"was as good as anyone else's, and he was due some condideration." Carter and I gave the man what assistance we could by consoling and directing him to the General Passenger agent's office in the Southern Railway Building.

About this time, after I had purchased my ticket, Lyons and Slade metus at the gate, which was very crowded. Carter left to purchase Lyons' ticket, but returned, saying that he was unable to purchase one without running the risk of missing the train, as there was a long line in front of him at the ticket window. I suggested that we explain the gateman and buy the ticket on the train, as I had done this previously the week before. The gateman refused to let Lyons down, saying he still had time to purchase a ticket. He was very discourteous in making this statement. We sent back and purchased the ticket, and had to walk far beyond the station platform to board the train. It was dark out there and very dangerous. We had to walk down another track to reach our coach.

All the seats on the train were filled with the exception of two, after everyone was seated. The first compartment, which was one-third of a white coach, was very obsolete. It was not air conditioned, had no fans, and no screens at the windows. Its twelve double seats were constructed of hard leather upholstery. These seats were badly worn and frayed. In this car there were several high school boys going to be inducted in camp in Virginia. We took a picture of this compartment. The passengers offered no objections. There was a smoking compartment of four seats. These were occupied, and the occupants were very uncomfortable in these hard leather seats.

In the compartment (one-half baggage car) the seats (18) were of the reclining adjustment type. These seats were in good condition, and the car was air-conditioned. #604.

In this compartment, all the seats were taken but 4. These seats held the conductor's office box. We sat down on the opposite seat, and were told by the conductor to move, inasmuch as there were no other seats available in this car. We took a picture of these four seats and conductor's office case.

It seemed, as a result of these modern comfortable seats, that the passengers were more relaxed. They did not carry on much conversation, and were very orderly. I believe

the seats and comfortable temperature had a lot to do with this. When I observe cars of obsolete makr, and therefore stuffy and uncomfortable, I find people are more nervous and irritable and talkative.

In this coach also, one toilet for men was in good repair. The basin was clean, there was a nice large mirror, liquid soap, and paper towls.

The other compartment (3 in all) was part of the baggage car also and identical.

We felt that it was about time to get off the train. We took the bag, etc. to the platform which is used to load and unload passengers. While waiting for our station, a white soldier came through the coaches. He insisted on telling us about his service overseas and his wounds. Lyons and the fellow entered into the topic of racial attitudes and prejudices.

Tr-H-15

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel Observation and Photography - Seaboard

Date: August 25, 1945

Informant:

Reporter: James S. Hadley

This is a very modern coach, one-half of a baggage car. Good plush mohair seats (30). The car is air-conditioned, clean and comfortable. The porter swept it out two times en route. Many seats were pushed back for foot rests by passengers. Of course at this time of the morning (5:30 EWT A.M.) everyone is asleep. The trip on a whole was uneventful; everyone seemed satisfied. No pictures were taken on this trip.

The train station at Athens, Georgia. The two units are identical, only there are more seats in the white side, and it is slightly larger in size. It is clean, and the benches are the same as those in the white waiting room.

FORM O.

SCHEDULE OF FACILITIES AND SERVICES ON TRAINS

1. Point of origin of carrier Washington, D.C. 2. Destination of carrier Birmingham, Ala.

3. Point of origin of observer Athens, Ga 4. Destination of observer Atlanta, Ga

5. Mode of transportation train 6. Railroad company Seaboard Air Line

7. Carrier number, if any — 8. Date of trip Aug. 25, 1945

9. Trip mileage approx 72 miles 10. Hours in transit 2 hr. 6:00 a.m. - 8:a.m. E.W.T.

11. Coaches observed on trains ___ For white ✓ For colored ___ (Check one)

SECTION I. FACILITIES AND CONVENIENCES

I. Trains: Facilities

A. Coaches

1. Number provided ~~4~~ 3

a. cars 3

b. compartments 1

2. Type — Steel ✓ Wooden ___ Streamlined ___

3. Coach or car number (s) 574 (one of two cars)

4. When built —

5. When last reconditioned —

6. Proximity to locomotive —

B. Seating

1. Number of seats about 30 benches - 60 seats —

2. Type of seats

a. cushioned ✓

b. leather ___

c. reclining chair 1 coach

3. Condition of seats — in repair ✓ need repair ___

a. seat covers provided no

b. clean ___ unclean ___

C. Ventilation

1. Windows — single ✓ double _____ manipulation _____

2. Fans — number ✓ location one at each end of car

3. Air-conditioning in chair car only

4. Other types of ventilation (check): by open windows ✓ by open coach doors _____

from ceiling _____

D. Men's Room _____ Women's Room _____ (Check one)

1. Wash room

a. separate from toilet _____ See attached sheet

b. same room with toilet _____

c. mirrors _____ number _____

d. basin _____ in repair _____ need repair _____

e. soap _____

f. towels _____

g. water available _____

2. Toilet

a. mirrors _____ number _____

b. soap _____

c. towels _____

d. water _____

e. commode — in repair _____ need repair _____

3. Lounge _____ Smoker _____ (Check one or both)

a. number of seats _____

b. other conveniences _____

_____

_____

_____

E. Lighting

1. Number of lighting units 10

2. Type of lighting ceiling globes

3. Adequate ✓ Inadequate _____ (Check one)

F. Miscellaneous

SECTION II. SERVICES AND DENSITY OF TRAVEL

I. Tickets

A. Are ticket sellers apparently prompt in rendering service to ticket purchasers? _____

B. Do ticket sellers appear courteous in performance of duty? round-trip ticket purchased in Atlanta

C. Is there at least one ticket seller on duty at all times at ticket window or counter observed? _____

D. What is the method of taking tickets? Conductor took tickets as passengers boarded train in Atlanta

II. Boarding Passengers

A. Who boards passengers on coach or train observed? conductor

B. What is the method of directing passengers to coach or compartment? ~~[illegible]~~ Nothing was said -

III. Unloading Passengers

A. Are stops called audibly? fairly so

B. Do train employees exercise care in awaking sleeping coach passengers? —

C. What aid is given passengers who are disembarking at points? None in Atlanta

By whom? _____

IV. Use of Coaches

A. What trainmen occupy seats for considerable period while observer is in transit? None —

1. What duties, if any, do they perform in coach? —

B. If passengers are standing do trainmen, if seated, relinquish seats to passengers? —

C. How many seats in the coach are used by trainmen? None

V. Porter Service

A. What is the mileage of trip taken for observation? Approx 72 miles

B. How many times does the attendant sweep coach, collect waste, etc.? once

C. List special services rendered by porter or car attendant. —

VI. Dining Car Service

A. What is the exact time dining car waiters make calls for breakfast? about 7:40 a.m. E.W.T.

Lunch? _____ Dinner? _____

B. How many calls are made for breakfast? only one while I was on train - Lunch? _____

Dinner? _____

C. Describe the general pattern of service in the dining car. A group of 12 or 15 negro soldiers passed through the white coach on way to dining car. Not until these had been served and had returned to negro coach did waiter give the call for breakfast in the white coach. No negroes were being served when I entered the dining car. In fact, the steward directed me to the table which would ordinarily be centered off for negroes.

Note incidents, if any. When the negro soldiers passed through the white coach, there were one or two comments from one or two white soldiers to the effect of "get them out of here" —

VII. Concession Service

A. How many times does the concessionaire bring wares to coach? ~~two~~ no time while I was on train

1. List commodities offered by concessionaire. _____

B. From what point does concessionaire peddle his wares? _____

VIII. Courtesy of Trainmen

A. Is conductor courteous? (Consider tone of voice, general manner, etc.) — none came through while I was on train

Cite act (s) or incident (s) to justify answer. _____

B. Is porter courteous? _____

Cite act(s) or incident(s). _____

C. Are other trainmen courteous? _____

List each and cite act(s) or incident(s). _____

IX. Miscellaneous

A. Is smoking permitted anywhere in the coach or compartment? yes

In a smoker?_____

B. Is drinking water available at all times? no water in one fountain, and no cups at another - Water not cold at one fountain -

1. Is it cold?_____

2. Are there paper cups available? _____

3. How many sources of drinking water are in the coach or compartment? one in each -

C. Are toilets and/or wash rooms sanitary? fairly so -

1. Describe general condition of them. —

D. Are pillows furnished by trainmen? in chair car only -

E. What is the general practice of opening and closing of toilet doors? —

F. Do cinders fall in coach? —

G. Are there ornaments in the car? no

1. If so, describe them.

H. Are windows clean? yes

I. What is the general appearance of trainmen's uniforms? a little wrinkled, but fairly nice looking.

J. Overcrowding.

1. How many seats are vacant on car or in compartment between stops? List stops.

From	To	Vacant Seats

There were no standers on the train; a few empty seats in each coach & compartment.

2. How many standers are there on car or in compartment between stops?

From	To	Number of Standers

(From)	(To)	(Number of Standers)

As the train stood in the yards in Atlanta waiting to enter the station, ~~two~~ one or two groups of Negro children sang and danced on the tracks outside the coaches, while passengers threw them money — nickles, dimes, one pennies —

Washrooms — Women's

In one coach, the toilet was in a compartment on one side of the train, and the wash basin was just across the aisle, in another compartment. Soap and towels available, but no mirror —

In another coach, the toilet was in a compartment on one side, and just across the aisle — not in a compartment — was the wash basin. The water cooler was placed just above the wash basin. Cups were available, but no water in the cooler.

There were at least 2 more washrooms for white women travelers, but I did not go in —

Description of waiting room facilities for white passengers at Seaboard Station, Athens, Ga.

In the white waiting room there were

7 wooden benches
1 cane-~~[illegible]~~ rocking chair
1 water fountain (out of order)
1 phone (booth)
fireplace, with mirror above
2 sets of four lights ~~on~~ ceiling each; 1 globe over ticket window
1 chewing gum machine - no gum in it -
~~battle ship~~ in-laid linoleum on floor
1 ticket window, with one agent on duty.

Women's restroom -
lounge - 1 bench, 1 chair
fireplace, with mirror above

Washroom -
2 toilets - free -
2 wash basins
1 table
1 mirror
soap available, but no towels.

Tr-G-1

FORM O.

SCHEDULE OF FACILITIES AND SERVICES ON TRAINS

1. Point of origin of carrier Washington, D.C. 2. Destination of carrier Atlanta, Ga.

3. Point of origin of observer Elberton, Ga 4. Destination of observer Atlanta, Ga

5. Mode of transportation train 6. Railroad company Seaboard Ry.

7. Carrier number, if any _____ 8. Date of trip Aug. 25, 1945

9. Trip mileage 112 10. Hours in transit 2 hrs. 35 minutes

11. Coaches observed on trains ____ For white ____ For colored ✓ (Check one)

Jas. S. Hadley

SECTION I. FACILITIES AND CONVENIENCES

I. Trains: Facilities

A. Coaches

1. Number provided 1½

a. cars 1½

b. compartments 3

2. Type — Steel ✓ Wooden _____ Streamlined _____

3. Coach or car number (s) 447

4. When built _____

5. When last reconditioned _____

6. Proximity to locomotive 2nd car from locomotive

B. Seating

1. Number of seats 18 + 12 + 8

2. Type of seats

a. cushioned ✓

b. leather _____

c. reclining chair _____

3. Condition of seats — in repair yes need repair _____

a. seat covers provided no

b. clean ✓ unclean _____

C. Ventilation

1. Windows -- single ✓ double _____ manipulation _____

2. Fans -- number _____ location _____

3. Air-conditioning yes

4. Other types of ventilation (check): by open windows _____ by open coach doors _____

from ceiling _____

D. Men's Room ✓ Women's Room _____ (Check one)

1. Wash room

a. separate from toilet 2

b. same room with toilet 1

c. mirrors yes number 3

d. basin 3 in repair yes need repair _____

e. soap yes

f. towels yes

g. water available yes

2. Toilet

a. mirrors yes number 1

b. soap yes

c. towels yes

d. water yes

e. commode -- in repair yes need repair _____

3. Lounge yes Smoker yes (Check one or both)

a. number of seats 2

b. other conveniences _____

E. Lighting

1. Number of lighting units 13

2. Type of lighting on ceiling

3. Adequate yes Inadequate _____ (Check one)

F. Miscellaneous

SECTION II. SERVICES AND DENSITY OF TRAVEL

I. Tickets

A. Are ticket sellers apparently prompt in rendering service to ticket purchasers? Yes.

B. Do ticket sellers appear courteous in performance of duty? yes

C. Is there at least one ticket seller on duty at all times at ticket window or counter observed? only one ticket seller

D. What is the method of taking tickets? the colored porter handled all tickets of colored passengers on this trip

II. Boarding Passengers

A. Who boards passengers on coach or train observed? porter

B. What is the method of directing passengers to coach or compartment? the porter stands at the specified entrance and calls to the passengers.

III. Unloading Passengers

A. Are stops called audibly? yes

B. Do train employees exercise care in awaking sleeping coach passengers? yes

C. What aid is given passengers who are disembarking at points? the colored porter alighted from train first and took bags down and assisted the ladies in alighting from coach

By whom?

IV. Use of Coaches

A. What trainmen occupy seats for considerable period while observer is in transit? none

1. What duties, if any, do they perform in coach?

B. If passengers are standing do trainmen, if seated, relinquish seats to passengers?

C. How many seats in the coach are used by trainmen?

V. Porter Service

A. What is the mileage of trip taken for observation? 112

B. How many times does the attendant sweep coach, collect waste, etc.? 2 times

C. List special services rendered by porter or car attendant.

The porter was very anxious to supply all the information he could to passengers. He also sent after food and drink.

VI. Dining Car Service

A. What is the exact time dining car waiters make calls for breakfast? 7:00 A.M.

Lunch? _____ Dinner? _____

B. How many calls are made for breakfast? 2 Lunch? _____

Dinner? _____

C. Describe the general pattern of service in the dining car. ——

Note incidents, if any.

VII. Concession Service

A. How many times does the concessionaire bring wares to coach? none on this trip

1. List commodities offered by concessionaire. _____

B. From what point does concessionaire peddle his wares? _____

VIII. Courtesy of Trainmen

A. Is conductor courteous? (Consider tone of voice, general manner, etc.) yes

Cite act (s) or incident (s) to justify answer. _____

B. Is porter courteous? yes.

Cite act(s) or incident(s). Talked with passengers and inquired after their comfort.

C. Are other trainmen courteous? _____

List each and cite act(s) or incident(s). _____

IX. Miscellaneous

A. Is smoking permitted anywhere in the coach or compartment? yes

In a smoker? yes

B. Is drinking water available at all times? yes

1. Is it cold? yes
2. Are there paper cups available? yes
3. How many sources of drinking water are in the coach or compartment? 2

C. Are toilets and/or wash rooms sanitary? yes

1. Describe general condition of them. The men have one toilet equipped with a mirror, wash basin and commode. There are two other wash rooms without commodes. They are modern and in good condition

D. Are pillows furnished by trainmen? ~~no~~

E. What is the general practice of opening and closing of toilet doors? Doors locked approaching station, unlocked leaving a station.

F. Do cinders fall in coach? no.

G. Are there ornaments in the car? no.

1. If so, describe them.

H. Are windows clean? yes.

I. What is the general appearance of trainmen's uniforms? neat

J. Overcrowding.

1. How many seats are vacant on car or in compartment between stops? List stops.

From	To	Vacant Seats
Elberton To	Athens, about	8 double seats
Athens To	Atlanta, about	4 double seats

2. How many standers are there on car or in compartment between stops?

From	To	Number of Standers
none		

(From)	(To)	(Number of Standers)

TT-H-7

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Train Travel Observation and Photography Athens to Atlanta, Ga.

Date: August 25, 1945

Informant:

Reporter: James S. Hadley — H.C. Lyons

This is a very modern coach, one-half of a baggage car. Good plush mohair seats (30). The car is air-conditioned, clean and comfortable. The porter swept it out two times en route. Many seats were pushed back for foot rests by passengers. Of course at this tims of the morning (5:30 EWT A.M.) everyone is asleep. The trip on a whole was uneventful; everyone seemed satisfied. No pictures were taken on this trip.

The train station at Athens, Georgia. The two units are identical, only there are more seats in the white side, and it is slightly larger in size. It is clean, and the benches are the same as those in the white waiting room.

Esleeck
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SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Atlanta Terminal Station Observation — Date: August 25, 1945
Harlem Taxis and Independent Operators
Informant:

Reporter: James S. Hadley

Upon entering the waiting room, the first thing that came to my attention was a Negro soldier sprawled out on the floor with a white M.P. and a plain clothes station detective standing over him. The soldier was very drunk. The MP asked two red caps to pick him up. Each took an arm and a leg and carried him to the MP office in the general waiting area, whereupon they dumped him on the floor as one would dump a sack of potatoes. In a few minutes they decided to take him to the MP station wagon parked in front of the station entrance, whereupon they repeated the same manner of carrying and dumping him into the wagon.

While in the station, I engaged in conversation with two cab drivers. One was a taxi (Harlem Cabs, Belle Isle) driver, and the other was an independent (car for hire) driver.

Harlem Taxi Driver:
Company policy: The Negro driver must rent cab. They pay the company $5.90 for every 60 miles plus buying their own gasoline. The white drivers work on salary by the hour. The white drivers do not furnish their own gas. All over $10.00 per day, the white driver receives 40% commission.

The Negro cab drivers' two main complaints against the company are: (1) that the white works 8 hours in three shifts, and the Negro driver works 12 hours in two shifts. (2) The Negro drivers are given "hand-me-down cabs," that have been worn out by yellow cab drivers for their use. This driver said this was unfair to cause colored riders to use inferior cabs inasmuch as they are paying the same price as white — 40¢ for first 2½ miles and 10¢ for each additional 2/5 of a mile. This driver said that the cab meter only operates by time and not by mileage.

Car for Hire Driver:
Statement by Walter Brown, independent operator. Probably on the night of August 15 or 16, 1945 (he was not sure) this driver pulled alongside the curb at the Greyhound Bus Terminal in Atlanta, Georgia. His purpose was to unload Negro passengers. After the unloading of the passengers, a policeman came up and "tried to stick him in the face with a pencil," in questioning him concerning his being there. The policeman went so far as to take his keys and go into his glove compartment. In this compartment he found $87.00 and a pistol. He locked him up for "blocking the street." The judge gave him 10 days without a fine. He gets in touch with Colonel Walden (Negro attorney) who had him released for $3.00 on the charge for illegal parking.

Brown stated to the Chief of Police Hornsby that he hadn't recovered his $87.00 and that the policeman took it. The Chief says the policeman didn't get it and wouldn't discuss the matter with him. He has never recovered this money.

Brown went further to state that Belle Isle is fighting on every hand to get independent operators off the streets. He is powerful in the police department and almost all the policemen are ex-taxi drivers for Belle Isle. He has even threatened to put white drivers on Harlem (colored) cabs.

Brown cites another incident where he was charged with "carrying colored people to the front entrance of the Atlanta Terminal Station." His license was taken and he was kept from operating for a period of two years.

Also at the Union Station the white cab starter will place white people in colored (Harlem) cabs if white cabs are not available.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observation at Atlanta Terminal Station Date: July 11, 1945

Informant:

Reporter: James S. Hadley

The Atlanta Terminal Station is the largest and oldest passenger station in the city. It serves the A & W P R.R., C of Georgia, Seabord Airline, and the Southern Railroad. This station would not be called a modern one.

The facilities in this station are separate ~~and fairly~~ but not equal. At the present time, the Negro waiting room is too small to handle the amount of traffic encountered in everyday business. This inadequacy is taken care of by the large general waiting room maintained for both races.

The ticket windows on the colored side are very inadequate for the amount of business handled. Almost no provision is made for information.

On the other hand it was noted that the Negro (white?) waiting room has a large restaurant, large women's restroom, large mens' room, and barber shop. Also included is a regular Travelers' Aid attendant and valet service.

The colored taxis are lined directly in front of the colored side entrance.

The gatemen are very sharp in their manner. It couldn't be said at this time whether this is discourtesy or not.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observations in Terminal Station

Date: August 9, 1945
4:00 p.m. - 5:35 p.m.

Informant:

Reporter: Douglas Carter

At 4:00 P.M. a platoon of white and Negro soldiers came through the white waiting room. Nothing happened.

(The following incident was told by Miss Paulleatha Petty, an employee of the Travelers' Aid in the Terminal Station). On August 8, 1945, at 4:00 P. M. a Negro lady from Cincinnati, Ohio was waiting for a train going south. She went into the main (white) waiting room. She said she was not thinking and forgot where she was. A white policeman walked up to her and told her to get back where niggers were supposed to be.

A Negro lady (Mrs. White) from Cleveland, Ohio missed her airplane connection at the Atlanta airport. She came to the Terminal Station to leave by train to Tuskegee, Alabama. She rode from the airport on the regular airport bus and paid $.90.

This lady came in the main waiting room of the station (white.) Nobody said anything to her. She asked a redcap where she could buy a ticket and he replied "straight through to the right." She stated that she did not know what to do.

After getting her ticket in the Negro waiting room, she went back into the white waiting room to send a telegram. Nothing happened.

5:30 P.M. A white soldier walked into the Negro waiting room, not knowing just what to do.

5:35 P.M. A white soldier walked into the Negro Restaurant, bought a sandwich and came out through the Negro waiting room.

Tr-K-1

SOUTHERN REGIONAL COUNCIL, INC.

Transportation - Segregation Study

Subject: Instructions Given Pullman Porters on Separation of Races

Informant: Sam Harris, Pullman Porter Instructor Date: August 26, 1945.

Interviewer: J. O. Slade

When the question was put to Mr. Harris: Are your porters given any special instructions for handling of Negro passengers? His answer was: "Absolutely none". Harris said: "In all my years with the Pullman Company I do not recall any special order from headquarters in Chicago which suggested that we deal with passengers, colored or white, differently. The company is too big for that stuff; they're interested in dollars."

The informant presented the interviewer with three booklets used in his work as instructor and suggested that the table of contents of each be examined. The titles of the booklets are, (1) Instructions to Conductors (The Pullman Company), (2) Instructions to Porters, Attendants and Maids (The Pullman Company), (3) Agreement Between The Pullman Company and Employees in the Service of the Pullman Company.....No division or section in the tables of contents of these booklets carries references to separation of races in service.

Why then do Negroes have so much trouble getting Pullman accommodations?

"The responsibility part for that trouble should be placed upon the local people. I know for the most part that Negroes have just as much trouble getting reservations in Atlanta as they ever did, unless, of course they know somebody at the downtown offices. Most times they just tell a Negro, 'We just don't have anything.' When you are turned down like that the Negro should ask the agent to present the diagram of the spaces taken or not taken on a given train. He has a right to see the diagram. The agents show it to white people.

"Some of them in the local office I happen to know" commented Harris, "are always worried about whether a reservation for a Negro will put him to close to a white woman."

What is the attitude of the employees of the Pullman Company at the Terminal Station toward Negroes who wish accommodations?

"It's much worse down there than in the central ticket office. You see, they can always find an "out" (alibi). They don't get the diagram until some minutes before train time. They 'll just tell a colored person as a rule that nothing was left or some such story. There is however, one man there, a Mr. Elder, who is in charge, who is pretty fair if you get to see him personally. The others give you the run around."

What are some other problems in this connection in which I might be interested?

"For one thing, there are many prominent white men, I have served over the years, who have told me that they were afraid for their daughters to ride up (north) with some porters. They used to check to see when I was going up and send their daughters on my trip.

"It may not be generally known but we have had a fight to keep Negro porters on the cars. Our enemies have used the old argument that it is dangerous to have Negroes on the cars with white women.

"The type of men we have had to employ since the war constitutes an other problem in the service. The records of some of the fellows we hired were not carefully examined because we were in great need of men. Some of them (porters) had been in rackets, etc. before coming into the service. They brought some of their methods to the road. That made it hard for us . A few of them did meddle with the white WACs, and you know that kind of stuff won't work. We seldom had any of this kind of trouble before the war.

"Here's something else that may interest you. Some porters themselves don't like to have Negroes (passengers) on their cars, because they say the white passengers don't tip as well. I have heard the porters say that it seems that all the white passengers get mad as soon as they see a Negro get on the car. This has never been my experience--I served all my passengers as people, not white or colored, and they all tipped well. Some Negroes tip much heavier than whites.

"If you people are interested in doing something about discrimination you ought to get to these general passenger agents and make them commit themselves. While I don't have any trouble because they all know me -- I can get accommodation for whites when they can't get them for themselves; I have done it----the average Negro stands a poor change."

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Union
2. Waiting Room: white ✓ ; colored _____
3. Date Aug. 28, 1945 ; Time 6:7:45 p.m. CWT
4. City and State Atlanta, Ga.
5. OBSERVER Margaretta Price

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

—

B, Are white and colored passengers served in due turn? 2 girls on duty; stood at white window. Few or no Negroes presented themselves for service.

II Telegraphic Service

A. Is personnel courteous? No ~~the~~ telegraph station at Union Station

B. Are white and colored passengers served in due turn? _____

III Travelers' Aid

A. Is personnel courteous? —

B. Are white and colored passengers served in due turn? served only white patrons - at least, desk is in white waiting room, and I have never seen a Negro asking for service there.

IV Ticket Office

A. Is personnel courteous? seemed to be

B. Are white and colored passengers served in due turn? 2 or 3 agents on duty at white windows, and 1 at Negro window; seemed to be ~~handling~~ serving the patrons adequately

V Pullman Service

A. How are tickets purchased by Negroes?

1. At central or joint ticket office?

2. At station?

B. How are tickets purchased by white people?

1. At central or joint ticket office?

2. At station?

VI Restaurant

A. Is personnel courteous? Not excessively so; waitress told me the menus in a lifeless voice, and volunteered no information - I had to ask detailed questions -

B. What is minimum service time? —

C. List menus (note changes) pork roast, creamed potatoes, slice tomato — 65-4; mixed ham & egg; milk, coffee, cola-cola, fruit drinks; ready prepared sandwiches.

D. List food prices

E. Describe the types and conditions of attendants dress (uniform, etc.) Uniformed waitresses, though uniform did not match and didn't seem to be too clean.

F. Describe the condition of the serviceware (linen, silver, etc.) No napkins; silverware in good condition.

G. Are pests (rodents, insects, etc.) on the premises? flies

H. Are loiterers observed on the premises? No.

I. What is the method of handling food? seems sanitary

J. Are the premises sanitary? Floor not clean

VII Rest Room: Men_____ Women ✓ (Check one observed)

A. Does room have a regular attendant? Maid on duty — in uniform

B .Does maid or porter work on full-time or part-time basis —

C. Is the place in sanitary condition? floors & washroom & lounge might have been cleaner; wash-room had a general stuffy and unclean appearance.

D. Are soap and towels available? No towels, and only small bar of soap.

E. Is provision made for emergencies, such as sickness? If so, what provisions? —

VIII Baggage

A. Is personnel courteous? —

B. Are white and colored passengers served in due turn? —

IX Miscellaneous

A. Are water fountains in working order? yes

Location?

B. Counters

1. Are counters in sanitary condition? yes

2. What are the methods of handling food? sanitary —

3. Are white and colored passengers served in due turn? no colored passengers are served in white waiting room

C. Do clocks have correct time? yes

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? yes

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel see attached sheet

1. Is personnel courteous _____

_____

2. Does personnel strive to be helpful to passengers? _____

_____

_____

B. Note any acts of segregation in the area _____

_____

_____

_____

_____

_____

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor _____

_____

_____

2. Porter _____

_____

_____

3. Other _____

_____

_____

Train No 18 – L & N. – "The Flamingo" – ~~to~~
destination: Chicago – 8:00 p.m. – leaving time.

A huge crowd was gathered before the gate. Fully half the crowd were negroes – and perhaps a larger proportion – The train was about 20 minutes late; the crowd had been gathered by 7:45 p.m. to board the train, but were not admitted through the gate until about 8:20 p.m. When the gateman opened the gate, he did not stay to check tickets or give assistance to passengers. White and negro passengers were crowded at the head of the ~~[illegible]~~ ~~to~~ gang to go down; I observed no segregation in passing through the gate.

The crowd seemed orderly, and the presence of the large number of negroes did not seem to provoke any comment from white passengers. I observed about 5 negro women with small children in their arms and heavy suitcases to carry. The children were petting.

The train carried 1½ coaches for negroes – one half the baggage car was converted into a coach with plush benches as in a regular coach.

There were 3 or 4 coaches for white passengers plus 3 Pullman cars

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Union Station
2. Waiting Room: white _____ ; colored ✓
3. Date Aug. 28, 1945 ; Time 7 to 9 P.M. E.W.T.
4. City and State Atlanta, Georgia
5. OBSERVER Carter and Slade

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

Yes

B. Are white and colored passengers served in due turn? Yes.

Note: Colored passengers in large numbers seem not to avail themselves with this service. ~~in la~~.

II Telegraphic Service

A. Is personnel courteous? No telegraphic service.

B. Are white and colored passengers served in due turn? _____

III Travelers' Aid

A. Is personnel courteous? No person(s) on duty during ~~any~~ present or any other observation period up to this time

B. Are white and colored passengers served in due turn? _____

IV Ticket Office

A. Is personnel courteous? Yes

B. Are white and colored passengers served in due turn? No

V Pullman Service

A. How are tickets purchased by Negroes? No Pullman service

1. At central or joint ticket office?

2. At station?

B. How are tickets purchased by white people?

1. At central or joint ticket office?

2. At station?

VI Restaurant

A. Is personnel courteous? No restaurant

B. What is minimum service time? _____

C. List menus (note changes) _____

D. List food prices _____

E. Describe the types and conditions of attendants dress (uniform, etc.) _____

F. Describe the condition of the serviceware (linen, silver, etc.) _____

G. Are pests (rodents, insects, etc.) on the premises? _____

H. Are loiterers observed on the premises? _____

I. What is the method of handling food? _____

J. Are the premises sanitary? _____

VII Rest Room: Men ✓ Women _____ (Check one observed)

A. Does room have a regular attendant? No

B .Does maid or porter work on full-time or part-time basis No porter service

C. Is the place in sanitary condition? Yes

D. Are soap and towels available? No

E. Is provision made for emergencies, such as sickness? If so, what provisions? No

VIII Baggage

A. Is personnel courteous? Yes

B. Are white and colored passengers served in due turn? Yes

IX Miscellaneous

A. Are water fountains in working order? Yes

Location? Left rear from entrance to waiting room.

B. Counters

1. Are counters in sanitary condition? Yes

2. What are the methods of handling food? Juice is served in paper cups from a jug which is kept in Coca Cola ice (metal) box

3. Are white and colored passengers served in due turn? No service for white passengers

C. Do clocks have correct time? Yes

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? No devices in waiting room

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous Yes

2. Does personnel strive to be helpful to passengers? No observation of request for information, etc.

B. Note any acts of segregation in the area None

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor

2. Porter ~~at train~~ Georgia ~~RR~~ RR porter helpful in loading passengers ~~on~~ on train scheduled to leave for Augusta at 9:00 E.W.T.

3. Other

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Terminal
2. Waiting Room: white ✓ ; colored _____
3. Date Aug 28, 1945 ; Time 7:50-9:10 p.m. C.W.T.
4. City and State Atlanta, Ga.
5. OBSERVER Margaret Price

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

Yes - she gave me information quite readily & courteously, though disinterestedly

B. Are white and colored passengers served in due turn? No

Negro presented himself for service during the time of observation

II Telegraphic Service

A. Is personnel courteous? seems to be

B. Are white and colored passengers served in due turn? No Negro presented himself for service during the time of observation

III Travelers' Aid

A. Is personnel courteous? —

B. Are white and colored passengers served in due turn? —

IV Ticket Office

A. Is personnel courteous? seemed to be -

B. Are white and colored passengers served in due turn? 2 or 3 agents for white; 1 for Negroes

V Pullman Service

A. How are tickets purchased by Negroes? ——

1. At central or joint ticket office?

2. At station?

B. How are tickets purchased by white people?

1. At central or joint ticket office?

2. At station?

VI Restaurant

A. Is personnel courteous? ~~Ro~~ Cafeteria closed when I went in at 10 o'clock, E.W.T. — only served sandwiches

B. What is minimum service time? —

C. List menus (note changes) —

D. List food prices —

E. Describe the types and conditions of attendants dress (uniform, etc.) —

F. Describe the condition of the serviceware (linen, silver, etc.) —

G. Are pests (rodents, insects, etc.) on the premises? —

H. Are loiterers observed on the premises? —

I. What is the method of handling food? —

J. Are the premises sanitary? —

VII Rest Room: Men_____ Women ✓ (Check one observed)

A. Does room have a regular attendant? 2 Maids on duty; one in uniform, one not

B .Does maid or porter work on full-time or part-time basis —

C. Is the place in sanitary condition? yes — floor + appliances clean

D. Are soap and towels available? soap available free, but no towels; soap & towels could be obtained from the maid for 10¢ —

E. Is provision made for emergencies, such as sickness? If so, what provisions? —

VIII Baggage

A. Is personnel courteous? seemed to be

B. Are white and colored passengers served in due turn? seemed to be —

IX Miscellaneous

A. Are water fountains in working order? one doesn't squirt water high enough for drinking — one on right front as enter waiting room — other one in good order —

Location?

B. Counters

1. Are counters in sanitary condition? yes

2. What are the methods of handling food? sanitary

3. Are white and colored passengers served in due turn? yes — only one man came in — bought cigarettes

C. Do clocks have correct time? yes

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? yes

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous _____

_____

2. Does personnel strive to be helpful to passengers? _____

_____

_____

B. Note any acts of segregation in the area _____

_____

_____

_____

_____

_____

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor _____

_____

_____

2. Porter _____

_____

_____

3. Other _____

_____

_____

No. 48 - Southern Line - "Southerner" - 8:05 P.M. - (late, however) both Negroes + whites gathered to board train -

No segregation observed in crowd waiting to board carriers - Crowds inter-mixed -

Form B
Number ____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Terminal
2. Waiting Room: white ____; colored ✓
3. Date 8/28/45; Time 9:00 - 11:00 P.M (E.W.T.)
4. City and State Atlanta, Georgia
5. OBSERVERS Slade and Carter

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

Indifferent

B. Are white and colored passengers served in due turn? No

Negroes wait until they are through with the white passengers.

II Telegraphic Service

A. Is personnel courteous? Direct line (no other service in Negro waiting room).

B. Are white and colored passengers served in due turn? ____

III Travelers' Aid

A. Is personnel courteous? Yes

B. Are white and colored passengers served in due turn? Only Negroes are served in the Negro waiting room.

IV Ticket Office

A. Is personnel courteous? No. Very indifferent.

B. Are white and colored passengers served in due turn? There were 4 employees waiting on the white people and only one waiting on Negroes.

V Pullman Service

A. How are tickets purchased by Negroes? No observation

1. At central or joint ticket office?

2. At station?

B. How are tickets purchased by white people? No observation

1. At central or joint ticket office?

2. At station?

VI Restaurant (Closed)

A. Is personnel courteous? (General indifference is characteristic of attendants during other observations)

B. What is minimum service time? —

C. List menus (note changes) Restaurant closed during period under observation.

D. List food prices —

E. Describe the types and conditions of attendants dress (uniform, etc.) —

F. Describe the condition of the serviceware (linen, silver, etc.) —

G. Are pests (rodents, insects, etc.) on the premises? —

H. Are loiterers observed on the premises? —

I. What is the method of handling food? —

J. Are the premises sanitary? —

VII Rest Room: Men ✓ Women _____ (Check one observed)

A. Does room have a regular attendant? No

B. Does maid or porter work on full-time or part-time basis Porter cleans part-time.

C. Is the place in sanitary condition? No. Floor dirty, basin dirty, no soap or towels, full of smoke.

D. Are soap and towels available? No

E. Is provision made for emergencies, such as sickness? If so, what provisions? No

VIII Baggage

A. Is personnel courteous? No. Indifferent

B. Are white and colored passengers served in due turn? yes.

IX Miscellaneous

A. Are water fountains in working order? yes

Location? Left-center from entrance

B. Counters

1. Are counters in sanitary condition? ——

2. What are the methods of handling food? ——

3. Are white and colored passengers served in due turn? ——

C. Do clocks have correct time? yes

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? Coca-cola machine out of order.

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous Indifferent

2. Does personnel strive to be helpful to passengers? No.
They give information when it is absolutely necessary.

B. Note any acts of segregation in the area There were no acts of segregation in this area. On five of the benches Negroes and whites were seated very close together.

XI Boarding of carriers

A. Courtesy and helpfulness No observation.

1. Conductor

2. Porter

3. Other

*A Negro soldier, who came in on the Southerner at 8:05 P.M. (E.W.T.), walked into the main waiting room, looked around, bought a paper and came out.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation- Segregation Study

Subject: School Transportation Facilities — **Date:** August 29, 1945

Informant: Mr. Cousins, Supervisor of Negro Education

Reporter: Margaret Price

Mr. Cousins explained the general plan by which the State of Georgia aids local transportation of school pupils, both white and colored. He was not able to give detailed information however, but referred me to Mr Claude Purcell, State Supervisor of Transportation in the State Department of Education; to Mr. Ira Dodd, Fulton County Court House for information in the Fulton County system; and to Mr. Davis, Supervisor of Secondary Education for the city of Atlanta.

There is no state control or supervision of school transportation, although the State participates by providing part of the money for transportation in those counties which participate in the Equalization Fund. The Fund includes a budget of one million dollars for transportation. Last year the total cost of school transportation in Georgia was $3,000,000 of which the State, through the Equalization Fund, paid 1/3, or $1,000,000. County Boards of Education are responsible for setting up the transportation system in each county. There is no state control or supervision of the systems, except that the money from the Equalization Fund is not paid unless it is used for the purposes for which it was requested. The State itself makes no distinction between Negro and white pupils in alloting funds for transportation. A county may make a distinction in applying for funds for its white and Negro pupils, but money from the Equalization Fund is not paid if a county applies for aid for Negro pupils and then uses it for white pupils.

It is the aim of the State Department of Education to so centralize the transportation system that the Department will exercise a measure of control over standards of county school transportation systems. The general idea is that no State aid will be granted to school transportation systems unless the system meets certain standards in equipment, personnel, and the like.

Fulton County is not eligible for participation in the Equalization Fund since its property taxes amount to more than the maximum for participation in the Fund.

Fulton County has no high school for Negroes, but pays about $50 per year per pupil to the city of Atlanta for those who wish to attend the eleventh and twelfth grades of Booker T. Washington High School in Atlanta. To Mr. Cousins' knowledge, this $50 does not include transportation to and from the high school; thus high school education is available to Negroes, but not accessible. Mr. Cousins thought that transportation was provided by the county to bring white pupils from rural areas to Fulton High School. He suggested, however, that I see Mr. Ira Dodd to get the complete facts in Fulton County's school transportation system.

To Mr. Cousins' knowledge, the city of Atlanta makes no provisions for transportation of school pupils, either Negro or white.

Chatham County has the most extensive school transportation system for Negroes than any other county.

The Cobb County superintendent (Mr. Cousins did not specify whether this was the County Superintendent of Education or the Superintendent of the Negro High School) has a plan by which Negro high school children in rural Cobb County would be picked up by busses and brought to the Marietta Negro High School. At present, this school is available to Negroes, but not accessible.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

M.-B

Subject: Listing of Photographs Date:

Informant:

Reporter: Hadley, Carruthers, Slade, Lyons

FIVE POINTS (1)

August 28, 1945

VIEW OF STREET CAR ON PEACHTREE AT FIVE POINTS (1)

Time: About 9:00 A.M. CWT
Date: August 27, 1945

SCENE AT PEACHTREE STREET AND AUBURN AVENUE (1)

August 27, 1945

SCENE AT PEACHTREE STREET AND AUBURN AVENUE (1)

August 27, 1945

VIEW AT PEACHTREE STREET AND AUBURN AVENUE ABOUT 5 P.M. (1)

August 28, 1945

VIEW OF PEACHTREE STREET AND AUBURN AVENUE ABOUT 5:40 P.M. CWT (1)

August 28, 1945

STREET CAR AND BUS AT PEACHTREE STREET AND AUBURN AVENUE
DURING MORNING RUSH HOUR (1)

August 28, 1945
Note separation of races on platform.

PEACHTREE AND AUBURN VIEW IN LATE AFTERNOON (1)

August 28, 1945

LOADING OF A CAR AT MITCHELL AND FORSYTH STREETS WHICH SERVES PREDOMINANTLY COLORED SECTIONS. (1)

Time: Approximately, 6:00 P. M., CWT
Date: August 28, 1945

A TRACKLESS TROLLEY BOUND FOR EAST POINT BEING LOADED AT MITCHELL AND FORSYTH STREETS, LATE AFTERNOON. (1)

August 28, 1945
Note: Whites enter first

THE FRONT STREET CAR STANDING AT FORSYTH AND MARIETTA STREETS IS MAGNOLIA CAR WHICH SERVES PREDOMINANTLY NEGRO SECTIONS.(1)

Loading, late afternoon
August 28, 1945

VIEW AT BROAD AND WALTON STREETS ABOUT 8:30 A.M. CWT on AUGUST 27, 1945.(1)

Note: At this point many domestic and personal service people board trackless trolleys.

SCENE AT BROAD AND MARIETTA STREETS LOOKING NORTH (1)

August 27, 1945

SCENE AT BROAD AND MARIETTA STREETS LOOKING NORTH (1)

August 27, 1945
Note: Negroes load last

A STREET CAR WHICH SERVES PREDOMINANTLY COLORED SECTIONS IS BOARDED BY NEGROES DURING AFTERNOON RUSH HOUR. (1)

August 28, 1945
Note colored passengers occupying front seats
Location: Broad and Alabama Streets

VIEWS OF THE GEORGIA POWER COMPANY WAITING FACILITY AT WALTON AND FAIRLIE STREETS, EARLY EVENING. (3)

August 28, 1945
Note: View 2. See mixing of races at loading time.
View 3. See position of two colored girls at right. Whites occupy seats.

LINE: N. C. AND ST. L.
DEPARTED FROM ATLANTA - 11:30 A.M. EWT
DATE: August 25, 1945
COLORED COACH VIEW

LINE: N. C. AND ST. L.
DEPARTED FROM ATLANTA - 11:30 A.M. EWT
DATE: August 25, 1945
COLORED COACH VIEW

LINE: SOUTHERN (1)
DEPARTED FROM ATLANTA - 2:30 P.M. EWT
DATE: September 1, 1945

Ice in wash basin in men's toilet (colored)
Note: Obviously passengers cannot use basin.

LINE: SOUTHERN (1)
DEPARTED FROM ATLANTA - 2:30 P.M. EWT
DATE: September 1, 1945

View of Men's Room (Colored)

LINE: SOUTHERN
DEPARTED FROM ATLANTA - 2:30 P.M. EWT
DATE; September 1, 1945

Colored Coach Views (2)

LINE: GEORGIA RAILROAD (1)
DEPARTED FROM ATLANTA - 9:00 A.M. EWT
DATE: August 25, 1945

Negro passengers standing in baggage car.

Note: Baggage attendant in rear.

LINE: GEORGIA RAILROAD (1)
DEPARTED FROM ATLANTA - 9:00 A.M. EWT
DATE; August 25, 1945

Crowding on platform of colored coach

SCENE ON DAY COACH (1)
GEORGIA RAILROAD FROM ATLANTA TO AUGUSTA
VIEW TAKEN JUST OUTSIDE ATLANTA

Date: August 25, 1945
Time of Train Departure: 9:00 EWT

LINE: A. AND W. P. (1)
DEPARTED FROM ATLANTA - 1:25 EWT
DATE: August 25, 1945

Colored Coach View

LINE: CENTRAL OF GEORGIA
DEPARTED FROM ATLANTA - 5:00 P.M. EWT
DATE: August 25, 1945

View of Negro passengers in baggage car.

LINE: CENTRAL OF GEORGIA (1)
DEPARTED FROM ATLANTA - 5:00 P.M. EWT
DATE: August 25, 1945

View of Negro passengers in baggage car.

LINE: CENTRAL OF GEORGIA (1)
DEPARTED FROM ATLANTA - 5:00 P.M. EWT
DATE: August 25, 1945

Coach view -- Other Negro passengers in baggage car of same train

GREYHOUND BUS TERMINAL (1)
Date of Picture: August 28, 1945

Note: Left of waiting room is entrance to baggage room. Right of waiting room is rear entrance to kitchen.

Garbage cans are always near entrance. Entrance is located on the side of bus station.

GREYHOUND BUS TERMINAL (1)
Date: August 25, 1945

Negro passengers seated on rail leading to waiting room for colored, while waiting room is crowded.

Note entrance driveway for busses, trucks, etc. Waiting room for colored faces this driveway.

GREYHOUND BUS TERMINAL (1)
Date of picture: August 25, 1945
Time: About 7:00 P.M., EWT
Colored waiting room interior

Note: Persons in rear are in line for tickets.

A VIEW OF UNION STATION MEN'S ROOM DURING RUSH HOUR ON MORNING OF AUGUST 27, 1945. (1)

MAN WEARING BUTTON OF DISCHARGED SOLDIER MANHANDLED BY WHITE MAN WHO APPARENTLY WAS "PLAIN CLOTHES MAN" (DETECTIVE).

Place: Union Station
Date: August 25, 1945
Time: 7:45 P.M., EWT

Four shots

TERMINAL STATION TICKET OFFICE ENCLOSURE. COLORED WAITING ROOM. (1)

Note: On far door where two men and one woman stand is Enter Here. At other door where one woman stands is out sign.

August 25, 1945

TERMINAL STATION ENTRANCE TO RESTAURANT FOR COLORED (1)

Date: August 21, 1945
Time: 4:40 P.M. CWT

Note: Restaurant for Colored
is printed in water colored, faded.

See the Coca Cola machine -- the only automatic device in waiting room.

TERMINAL STATION BARBER SHOP FOR COLORED (1)

Location: Basement of station below colored waiting room.

Date: August 27, 1945

TERMINAL TICKET OFFICE ENCLOSURE (1)

-During a lull.

Direct line to Western Union is the only telegraphic service provided in colored waiting room.

Men may be seen at the one window which is open to serve Negroes at this station. The two windows to the right were never open for service during observation.

August 28, 1945

TERMINAL STATION TICKET OFFICE ENCLOSURE IN COLORED WAITING ROOM (1)

August 21, 1945
Time: 3:30 P.M. CWT

Mr. A

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Personal Experiences and Observations in Georgia Transportation

Date: August 29, 1945

Informant:

Reporter: James S. Hadley

In my opinion, the greatest amount of friction encountered in Georgia transportation occurs on the bus lines and in their stations. The Negro passenger suffers much inconvenience at the "rest stations" found between regular bus stations. Usually there is no provision for Negro passengers to "rest." The time limit runs from five to fifteen minutes. At this stop they neither find provisions for eating, drinking or resting, nor have time to go to the Negro section.

The Negro passengers sit from the rear toward the front. The white passengers sit from the front toward the rear. The regular procedure is to ask the colored passengers to wait until all the white passengers have boarded the bus and found seats rather than allow both groups to enter at random. This procedure creates a problem from the standpoint that the white passengers occupy all of the seats, and leave none for the Negro passengers by spreading out from the front toward the rear. In some instances they refuse to move up.

There is a bus line operating between Macon and Perry via Robbins Field. A number of white and Negro civilians work at this field. The custom in loading busses is to board all white passengers first. Therefore, on some trips, Negroes fail to ride. They must wait until a diminishing number of white passengers permit them to board the bus.

Train travel conditions for Negroes are more desirable. However, on some lines, Negroes ride in part of the baggage car. This is a very deplorable condition of overcrowding. In my experience, the train service is lax. It has been found difficult to get ice water, the fans or heat turned on or off, or the toilets unlocked.

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview August 30, 1945 2. Time of Interview 8:30 P.M.
3. Place of Interview 1092 Fair 4. City Atlanta 5. State Georgia
6. Name of Informant Jas. A. Moore 7. Sex M 8. Race Negro
10. Address of Informant 234 Ashby St., N.W. 9. Age App. 40
11. Occupation of Informant Chairman, Dining Car Waiters Local CIO
a. Company _____ b. Station _____
12. Interviewer J. O. Slade

Section II

INCIDENT:
Date August 29, 1945 Time _____
Place On train, between Montgomery and Atlanta Line A. and W.P. RR, Train #36.

Mr. Moore's statement:

"The usual practice on this line is to serve white people first and then call the Negroes. It was during the dinner hour when there was about one white person at each table in the diner that a Negro man entered. The Negro stood and waited for a table to be vacated. The train conductor entered the diner while the Negro was waiting for a seat. He ordered the Negro back to the front of the train and suggested that the waiter serve him there. The Negro refused to retire from the diner. The conductor then proceeded to push the Negro. Some blows were passed between the conductor and the Negro. They were immediately separated. The Negro went back to the day coach. The steward instructed a Negro waiter, ~~named Sam Neal,~~ to go to the coach and bring the Negro back to the diner for service.

"The Negro is said to have told ~~Neal,~~ the waiter that he was afraid to return to the diner because of the attitude of the conductor. ~~Neal~~ The waiter insisted.

"~~Neal~~ The waiter reports that on the same trip the conductor severely reprimanded him and almost challenged him to fight. The cause — his insistence that the Negro return to the diner."

Form A.
Number _____

INCIDENT MEMORANDUM

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"The Negro is said to have told Neal that he was afraid to return to the diner because of the attitude of the conductor. Neal insisted.

"Neal reports that on the same trip the conductor severely reprimanded him and almost challenged him to fight. The cause -- his insistence that the Negro return to the diner."

Sa. B.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation - Segregation Study

Subject: School Transportation Facilities - Fulton County Date: August 30, 1945.

Informant: Mr. Ira Dunn

Reporter: Margaret Price

I asked Mr. Dunn over the telephone what arrangements Fulton County made for the transportation of school pupils. He replied that the county ran school busses. I told him that I understood that there were no busses to transport Negro high school students from the county to Washington High School. Mr. Dunn said that was true, but that the county allowed Negro students the same amount per diem for transportation as was allowed for white students. Negroes must furnish or find access to their own transportation facilities, however.

Mr. Dunn said that the county furnishes busses for transporting white primary pupils to and from school, but none for Negro pupils.

5a-A

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: School Transportation Facilities, City of Atlanta Date: August 30, 1945

Informant: Mr. Davis, Supervisor of Secondary Education, Atlanta City Schools

Reporter: Margaret Price

I asked Mr. Davis over the telephone if the City of Atlanta operated busses for the transportation of its school pupils. He replied that it did not -- that the Georgia Power Company ran extra cars to transport school children. Special cars are run to Boys' High, Tech High, and Washington High, while special busses take students right to the door of Girls' High. There are no special cars to junior high and primary schools, since most of the pupils live in the immediate vicinity of the schools. Exceptions are Maddox Junior High School and O'Keefe Junior High School, to which special cars run.

Mr. Davis said that the arrangement with the Georgia Power Company has been in effect for many years, and that Power Company officials are in charge of securing the special cars for students. Arrangements are made through principals of the various schools when the need for the cars varies.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: General Observation of Conditions at Train and Bus Stations in Atlanta.

Informant; Date: August 30, 1945.

2:00 a.m. - 2:45 a.m.

Reporters : Douglas Carter and J. O. Slade.

Terminal Station

At 2:00 A. M., there were ten Negroes in the waiting room, six of whom were soldiers. Four of the soldiers were asleep on benches. The ticket and information windows were closed, so was the restaurant. Traffic in and out of the waiting room was negligible. One policeman entered the colored waiting room, nade casual observation of sleeping soldiers and other persons, then retired to the passageway to trains. No red caps were on duty. Colored waiting room floor was dirty, with lots of waste paper scattered about it.

A station attendant instructed observers to return to purchase tickets at five o'clock at which time the ticket office would reopen.

Tr-J-9

SOUTHERN REGIONAL COUNCIL, INC.

Transportation - Segregation Study

Subject: Notes on Dining Car Service. Date: August 30, 1945

Informant: Jas. A. Moore (234 Ashby St. N. W.)

Reporter: J. O. Slade

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(1) "We have received instructions to take care of Negro soldiers whenever they come into the car. But I'll tell you how it works on the Southern. If all the seats provided for colored people are taken and a Negro soldier enters the diner, the steward rather than seat him or turn him down gets busy doing something or looks in the opposite direction. Some waiter will likely approach the man (the Negro) or pass by him and give him a cue. Go on man and sit down, the waiter will sort of whisper to him."

(2) "Some of the Southern trains which run between Washington and Atlanta discriminate in dining car service for coach and pullman passengers. They give coach passengers paper napkins in the diner and regular napkins (cloth) to Pullman passengers. That looks like company discrimination."

Note: Informant made it clear that all coach passengers were served in this wise.

(3) "Most discriminatory practices in dining car service are fostered by the train crews and the steward.

When the Negroes and whites are called at different times, we can't always blame the steward. Sometimes the steward and the waiters have gotten together.

The man who works the Negro station does not have the same chance to make money as the other waiters if his tables are tied up with colored people while the whites are eating. The waiter on that station may call the Negroes early or late so that his station is open to whites during the rush. You have to keep in mind also that usually the man on that station (for Negroes) has seniority in service."

Tr-F-2

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observations of Conditions at the Union Station. Date: August 30, 1945

4:00 a.m.

Informant:

Reporters: Douglas Carter and J. O. Slade

A visit to the Union Station about four o'clock revealed little or no activity. Ticket, information and baggage windows were closed. No station attendant was seen on the premises.

There were four civilians and one soldier in the colored waiting room. The soldier lay on the floor of the waiting room with his head resting upon a bag. The colored janitor was doing his chores. It was he who informed us that the ticket office would be open at 6:30 A. M.

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Union Station
2. Waiting Room: white ✓ ; colored _____
3. Date Aug. 31, 1945 ; Time 10 - 11 a.m.
4. City and State Atlanta, Ga.
5. OBSERVER Margaret Price.

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

seemed to be.

B. Are white and colored passengers served in due turn? 2 girls were on duty; stayed at white window, but seemed to serve Negro passengers promptly when they presented themselves for service.

II Telegraphic Service

A. Is personnel courteous? No telegraph station at Union — only direct wire.

B. Are white and colored passengers served in due turn? _____

III Travelers' Aid

A. Is personnel courteous? —

B. Are white and colored passengers served in due turn? Not available to colored passenger.

IV Ticket Office

A. Is personnel courteous? Seemed to be

B. Are white and colored passengers served in due turn? 2 ticket sellers were on duty - stayed at white windows until Negroes presented themselves for service - then served them - seemed prompt about it - Only a few people, white & Negro presented themselves for service during the time of observation.

V Pullman Service

A. How are tickets purchased by Negroes?

1. At central or joint ticket office?

2. At station?

B. How are tickets purchased by white people?

1. At central or joint ticket office?

2. At station?

VI Restaurant

A. Is personnel courteous? rather indifferent. The waitresses recited the breakfast menu in a lifeless voice, unsmilingly and disinterestedly -

at 11:30 E.W.T. the restaurant was closed for cleaning. The cashier said it would be closed for 30 or 40 minutes.

B. What is minimum service time? —

C. List menus (note changes) eggs, grits, bacon, sausage.

D. List food prices —

E. Describe the types and conditions of attendants dress (uniform, etc.) Waitresses had on uniforms over dresses. Not clean. Had on hair nets.

F. Describe the condition of the serviceware (linen, silver, etc.) —

G. Are pests (rodents, insects, etc.) on the premises? flies

H. Are loiterers observed on the premises? no.

I. What is the method of handling food? seemed o.k.

J. Are the premises sanitary? floor was filthy, but 2 attendants were sweeping it.

VII Rest Room: Men____ Women ✓ (Check one observed)

A. Does room have a regular attendant? no maid was in restroom, although a maid was sweeping the white waiting room.

B .Does maid or porter work on full-time or part-time basis —

C. Is the place in sanitary condition? floors & appliances seemed clean -

D. Are soap and towels available? 2 pieces of soap - paper towels available -

E. Is provision made for emergencies, such as sickness? If so, what provisions? —

VIII Baggage

A. Is personnel courteous? —

B. Are white and colored passengers served in due turn? —

IX Miscellaneous

A. Are water fountains in working order? _____

_____ Location? _____

B. Counters

1. Are counters in sanitary condition? — ~~in connection with~~ restaurant.

2. What are the methods of handling food? _____

3. Are white and colored passengers served in due turn? _____

C. Do clocks have correct time? Yes -

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? —

No crowd in general waiting area - Only 5 or 6 people were standing around.

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous _____

2. Does personnel strive to be helpful to passengers? _____

B. Note any acts of segregation in the area _____

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor _____

2. Porter _____

3. Other _____

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Union Station
2. Waiting Rooms: white _____; colored ✓
3. Date Aug. 31, 1945; Time 11:00 AM to 12 noon E.W.T.
4. City and State Atanta Georgia
5. OBSERVER Jas. O. Slade

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

Yes

B. Are white and colored passengers served in due turn? No persons at white window when observation was made

II Telegraphic Service

A. Is personnel courteous? There is no telegraphic service in waiting room. A direct line ~~in~~ to Western Union in are outside waiting room

B. Are white and colored passengers served in due turn? _____

III Travelers' Aid

A. Is personnel courteous? Yes. Lady on duty says there is an attendant at this station for four hours per day, five days a week. *

B. Are white and colored passengers served in due turn? _____

No white persons served during observation.

* See attached sheet.

IV Ticket Office

A. Is personnel courteous? Yes

B. Are white and colored passengers served in due turn? Yes, but no rush at either window at time observation.

V Pullman Service

A. How are tickets purchased by Negroes?

1. At central or joint ticket office?

2. At station?

No service

B. How are tickets purchased by white people?

1. At central or joint ticket office?

2. At station?

VI Restaurant

A. Is personnel courteous? No restaurant

B. What is minimum service time?_____

_____

_____

C. List menus (note changes)_____

_____

_____

D. List food prices_____

_____

_____

E. Describe the types and conditions of attendants dress (uniform, etc.)___

_____

_____

_____

No restaurant

F. Describe the condition of the serviceware (linen, silver, etc.)_____

_____

_____

G. Are pests (rodents, insects, etc.) on the premises?_____

_____

H. Are loiterers observed on the premises?_____

_____

I. What is the method of handling food?_____

_____

_____

J. Are the premises sanitary?_____

_____

VII Rest Room: Men ✓ Women_____ (Check one observed)

A. Does room have a regular attendant? No

_____

B. Does maid or porter work on full-time or part-time basis No porter

C. Is the place in sanitary condition? Yes

D. Are soap and towels available? Yes

E. Is provision made for emergencies, such as sickness? If so, what provisions? No

VIII Baggage

A. Is personnel courteous? Yes

B. Are white and colored passengers served in due turn? No observation

IX Miscellaneous

A. Are water fountains in working order? Yes

Location? Left rear from entrance to waiting room

B. Counters

1. Are counters in sanitary condition? No

2. What are the methods of handling food? Only ready wrapped sandwiches and Confectionaries

3. Are white and colored passengers served in due turn? No white customers

C. Do clocks have correct time? yes

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? No automatic devices

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous Yes

2. Does personnel strive to be helpful to passengers? No observation

B. Note any acts of segregation in the area None

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor No observation

2. Porter No observation

3. Other No observation

III Travelers' Aid (cont.)

The lady at the desk says that at present there are five white ~~worker~~ workers in Travelers' Aid service in Atlanta and three colored workers. Usually, she said, there are eight white workers. Only one ~~wo~~ white worker is a trained (professional) social worker, while all three colored workers are professional.

Occasionally at the Terminal and Union Stations white workers render service to Negroes and vice versa.

Travelers Aid service is available for colored only during the morning at the Union Station.

The present opening time at the Terminal Station is 6:30 A.M. C.W.T. for white and colored. White service is continuous until 11:00 P.M. C.W.T. The colored desk closes at 8:30 C.W.T.

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Terminal
2. Waiting Room: white _____; colored ✓ pm.
3. Date Aug. 31, 1945; Time 1:20 to 2:30 pm E.W.T.
4. City and State Atlanta, Georgia
5. OBSERVER J. O. Slade

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

Yes

B. Are white and colored passengers served in due turn? No

II Telegraphic Service

A. Is personnel courteous? Only a direct line to Western Union in waiting room

B. Are white and colored passengers served in due turn? _____

III Travelers' Aid

A. Is personnel courteous? Yes

B. Are white and colored passengers served in due turn? No white passengers observed. Note: Hours for white 6:30 A.M. to 11:00 P.M. C.W.T., for colored 6:30 A.M. to 8:30 P.M. C.W.T.

IV Ticket Office

A. Is personnel courteous? Yes

B. Are white and colored passengers served in due turn? One agent served colored passengers

V Pullman Service

A. How are tickets purchased by Negroes?

1. At central or joint ticket office?

2. At station?

B. How are tickets purchased by white people?

1. At central or joint ticket office?

No

2. At station?

VI Restaurant

A. Is personnel courteous? One courteous. One discourteous

B. What is minimum service time? No observation

C. List menus (note changes) Dinners: ~~Fried Chicken~~ .75
Beef Stew .60
Sandwiches: Fish - .15 Milk - .10 Sandwiches .20 Cold Drinks .05

D. List food prices

E. Describe the types and conditions of attendants dress (uniform, etc.)
Uniforms in sanitary condition

F. Describe the condition of the serviceware (linen, silver, etc.)
Average type servicewave

G. Are pests (rodents, insects, etc.) on the premises? No

H. Are loiterers observed on the premises? No

I. What is the method of handling food? Served at steam table in restaurant

J. Are the premises sanitary? Not very

VII Rest Room: Men ✓ Women _____ (Check one observed)

A. Does room have a regular attendant? No

B. Does maid or porter work on full-time or part-time basis No porter

C. Is the place in sanitary condition? No

D. Are soap and towels available? No

E. Is provision made for emergencies, such as sickness? If so, what provisions? No

VIII Baggage

A. Is personnel courteous? Yes

B. Are ~~white~~ and colored passengers served in due turn? Yes
No rush period.

IX Miscellaneous

A. Are water fountains in working order? Yes

Location? Left center from entrance

B. Counters

1. Are counters in sanitary condition? No counter in waiting room except for magazines and newspapers.

2. What are the methods of handling food? ✓

3. Are white and colored passengers served in due turn? ✓

C. Do clocks have correct time? Yes

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? Coca Cola machine. Yes
(in waiting room)

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous Gatemen appear curt to Negro passengers

2. Does personnel strive to be helpful to passengers? Gatemen and train callers indifferent in performance of duties.

B. Note any acts of segregation in the area

None

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor

2. Porter

No observations

3. Other

Taxis or cars for hire: Drivers stand and sit inside waiting room near entrance and offer services.

Form B
Number _____

FACTORS TO BE OBSERVED RELATIVE TO
PERSONNEL SERVICES IN TRANSPORTATION

1. Name of station Terminal
2. Waiting Room: white ✓ ;colored
3. Date Aug. 21, 1945 ;Time 4:10 - 5:40 p.m.
4. City and State Atlanta, Ga.
5. OBSERVER Margaret Rein

I Information Service

A. Is personnel courteous? (Consider tone of voice, manner of speech, etc.)

Seemed to be -

B. Are white and colored passengers served in due turn? No negro presented himself for service during the times of observation.

II Telegraphic Service

A. Is personnel courteous? Seemed to be

B. Are white and colored passengers served in due turn? No negroes appeared at telegraph station during the time of observation.

III Travelers' Aid

A. Is personnel courteous? —

B. Are white and colored passengers served in due turn? —

IV Ticket Office

A. Is personnel courteous? seemed to be

B. Are white and colored passengers served in due turn? —

V Pullman Service

A. How are tickets purchased by Negroes? —

1. At central or joint ticket office?

2. At station? —

B. How are tickets purchased by white people?

1. At central or joint ticket office?

2. At station?

VI Restaurant

A. Is personnel courteous? yes – when 2 customers were debating back & forth about what to order, waitress was patient & helpful

B. What is minimum service time? —

C. List menus (note changes) 75¢: grapefruit juice, roast beef & dressing, 2 vegetables, salad, dessert, coffee. 65¢: liver + onions, or beef stew, or ham omelette, 2 vegetables, salad, dessert, coffee. 48¢: 3 vegetables, salad, dessert, coffee.

D. ~~List food prices~~

E. Describe the types and conditions of attendants dress (uniform, etc.) uniforms, with aprons & caps.

F. Describe the condition of the serviceware (linen, silver, etc.) cloth napkins; silver in good condition.

G. Are pests (rodents, insects, etc.) on the premises? flies

H. Are loiterers observed on the premises? no.

I. What is the method of handling food? served with silverware from steam table

J. Are the premises sanitary? yes.

VII Rest Room: Men_____ Women ✓ (Check one observed)

A. Does room have a regular attendant? 2 maids on duty.

B. Does maid or porter work on full-time or part-time basis —

C. Is the place in sanitary condition? yes - maids keep toilets, wash basins + floors clean.

D. Are soap and towels available? soap available, but no towels, except soap + towels which may be rented from maid for 10¢ -

E. Is provision made for emergencies, such as sickness? If so, what provisions? —

VIII Baggage

A. Is personnel courteous? —

B. Are white and colored passengers served in due turn? seemed to be.

IX Miscellaneous

A. Are water fountains in working order? one doesn't shoot water high enough for sanitary drinking; the in good order. Location?

B. Counters

1. Are counters in sanitary condition? yes -

2. What are the methods of handling food? seems sanitary -

3. Are white and colored passengers served in due turn? No negroes presented themselves for service during the time of observation.

C. Do clocks have correct time? yes -

D. Are automatic devices in working order (as coca-cola machines, juke boxes, etc.)? —

X General waiting area between waiting rooms and gates to carriers.

A. Gate personnel

1. Is personnel courteous _____

_____

2. Does personnel strive to be helpful to passengers? _____

_____

_____

B. Note any acts of segregation in the area _____

_____

_____

_____

_____

_____

XI Boarding of carriers

A. Courtesy and helpfulness

1. Conductor _____

_____

_____

2. Porter _____

_____

_____

3. Other _____

_____

_____

Crowds were gathered in front of gates to board trains - Negroes stood in groups, & whites in groups, but were inter-mixed -

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observation, Union Station

Date: September 1, 1945
Time: 6:35 P.M. - 9:00 P.M. EWT

Informant:

Reporter: James S. Hadley

There are two clerks on duty at the colored ticket windows. There are six people in line at the ticket window. Only two whites are purchasing tickets on the white side. Twenty people are standing the room, all seats are taken. The floor is very dirty. The lights are on in the white waiting room but they are off in the colored waiting room. The vestibule is very crowded; one can hardly walk through to the waiting room.

Many discharged servicemen are in the waiting room. Only one clerk is in the information booth, 2 Negroes have been standing here for 15 minutes.

The windows are clean, very hot, and stuffy. At the time of this observation the waiting room is more than inadequate for the patrons. The maid is on duty. The cold lunch counter is crowded and the people are being served cold sandwiches and orangeade. At least 10 white persons havecome into the colored waiting room. The P. A. system is in good working order.

Men's Toilet.

Paper and trash are all over the floor. There is one tiny bit of soap, two mirrors, (clean) trash in all latrines, and bottles all over the floor. It is hot and uncomfortable in this room, as there are no windows. The only means of ventilation is a small air grill (10 x 10)

The women's lounge is crowded to capacity.

The water from the drinking fountain is cold.

There are no red caps serving colored passengers during the rush hour. There are no taxis or (car for hire) for colored during this period.

Baggage room customers are served in due turn.

General waiting area

All gates are packed back to both waiting room entrances. The white and Negro servicemen are very friendly toward each other. The gateman is observed holding back Negroes to pass whites down the steps.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation- Segregation,Study

Subject: Union Station Observations. Date: September 1, 1945

Informant: Time:5:45 A.M.-10:00 A.M.

Reporter: Douglas Carter

When I walked past the station at 5:45 A.M., the white restaurant was open. In the Negro waiting room at 5:55 A.M. the ticket windows and the information windows were closed.

The food counter in the Negro waiting room opened at 6:00 A. M. Food and drinks were brought from the white restaurant.

The floor was clean and there were twenty people in the waiting room at 6:00 A.M. The ticket windows opened at 6:01. The white information window opened at 6:05 and the Negro information window opened at 6:15.

The Belle Isle Busses to the Terminal Station loaded whites on the back seat with Negro passengers.

At 6:50 A.M. there were eight people trying to be served at the small food counter. There were approximately 70 Negroes in the waiting room at 6:55 A. M.

At 6:58 there were 8 Negroes in line at the ticket windows (two). The employees in the ticket office were waiting on the white people and the Negroes just stood there. There were 3 employees on duty at this time.

At 7:00 A.M. there were 13 Negroes in the ticket line. One Negro had been waited upon in the last ten minutes.

At 7:45 A. M. a white soldier walked into the Negro waiting room and went to the information desk..He was given service there.

At 7:47 A. M. another white soldier did the same thing. He was given service also.

At 7:48 A.M. I went into the white waiting room to buy a "Readers Digest." Nothing was said. The lady employee said, "Thanks."

7:50 - Two white men walked into the Negro waiting room.
7:52 - Two white women walked into the Negro waiting room.
7:53 - One white man walked into the Negro waiting room.
7:55 - A white woman used the telephone just outside of the Negro waiting room.
8:20 - Five whites came into the Negro waiting room.
8:25 - A white woman with a baby walked into the Negro waiting room.
8:27 - A white soldier walked into the Negro waiting room.
8:45 - Two white men came into the Negro waiting room. One went to the informantion window. He left without receiving service.

8:47 - A white man came into the Negro waiting room.
8:48 - A white sailor came into the Negro waiting room.
8:49 - A white woman came into the Negro waiting room.
8:50 - A white Wave came into the Negro waiting room.
8:51 - A white sailor came to the door of the Negro waiting room, looked in and turned around.
9:00 - A white man and woman and a white sailor came to the door of the Negro waiting room. Turned and walked away.
9:02 - A white soldier came into the Negro waiting room and went to the information window. The employees did not wait on him, so he left.
9:10 - Two white Military Police walked into the Negro waiting room. Turned around and left.

Tr-F-6- left- 6:35-9:00pm E.W.T. at least 10 white persons have come into the C.W.R.

* At intervals during the period of observation Negro patrons were not served at the ticket windows. They had to wait until the whites were served.

Most of the white people who walked into the Negro waiting room by mistake just turned around and left.

This happens when trains are arriving.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation - Segregation Study

Subject: General Obsafvations at Terminal Station Date: September 1, 1945

7:00 a.m.-11:00 a.m. E.W.T.

Informant:

Reporter: J. O. Slade

More than ten trains departed from the Terminal Station during the period of observation. A similar number of trains arrived at the station during the same period. The general traffic of passengers, particularly before and after 8 o'clock was very heavy.

Between 7:30 and 8:30 all services in the waiting room were being taxed to capacity---the ticket office, information service, the restaurant (immediately adjacent to waiting room) telephone service (2 booths) as well as shoe shine service.

From 10 to 30 persons stood in line at the ticket office inside and outside the enclosure provided for Negroes to urchase tickets. Only one ticket office window was open to serve colored passengers. (There are three other windows provided, two of which have not been seen opened during almost daily observations at the station for more than a month prior to this time). Only one agent served colored passengers. From the enclosure for Negroes, three lines of white persons could be seen in the white waiting room before a counter provided for ticket selling. They were being served by three or more persons.

Two to six persons at a given time frequented the information window, located in the enclosure. Service was, for the most part prompt and courteous, the main difficulty being the distance between the interrogator and the interrogatee. With one exception, the workers sat at a desk and gave information from the desk to colored persons at the window. Information and questions were not at all times audible. Information for whites was being given by women who sat at an information counter in the waiting room for whites.

In the restaurant, between 7:30 and 8:45, all stools at the counter were usually occupied by customers. There was no menu posted. The menu consisted of sausage eggs and hominy grits. Large quantities of scrambled and "over -light" eggs were available in containers on the steam table. The observer ordered over-light eggs and found them crisp, tough and almost cold. At ten o'clock some of the same eggs were being sold.

Two to four persons stood at the telephone booths (2) waiting to avail themselves with that service during the rush hour.

Shoe shine boys with stands for two persons were kept busy for a considerable period.

During the rush hour an average of twenty persons were unable to find seats in the waiting room.

On the concourse where many benches are provided for passengers, between the hours of 7 and 11, there was much mixing of the races (in seating) on the same benches. On one bench a white woman sat about one or two feet from a Negro woman. Other

white and colored persons sat on the same bench.*

Colored and white passengers proceeded through gates to trains in irregular pattern. Negroes were the last to enter gates only in two instances.

No colored persons were observed at baggage and parcel check windows.

Policemen frequently patrolled the colored waiting room and the concourse.

No specific act of segregation was observed during the four hour period.

*Note: The observer has seen white and colored persons seated on the same bench in the concourse on at least fifteen occasions during the last five weeks.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Terminal Station Observation

Date: September 1, 1945.
4:00 p.m. - 8:00 p.m.

Informant:

Reporter: Douglas Carter

4:00 P. M. --8:00P. M.

5:30 - Negro Warrant Officer walked into the white waiting room.

5:31 - A Negro woman walked into the white waiting room.

5:35 - Two Negro soldiers came through the white waiting room.

5:45 - A Negro soldier came out of the white waiting room.

5:46 - A Negro soldier went into the white waiting room, looked around and left.

A Negro soldier came through the white waiting room.

5:52 - Three Negro women came out of the white waiting room.

5:55 - A Military Police stopped two Negro soldiers in the white waiting room.

5:57 - Three Negro women came out of the white waiting room.

6:03 - Negro girl anc boy came out of the white waiting room.

6:05 - Travelers Aid closed. The Negro girl and boy returned through the white waiting room.

6:10 - A white soldier went into the Negro waiting room looking for a Negro soldier.

6:12 - Two white soldiers walked through Negro waiting room.

6:21 - Two Negro soldiers with guns walked into the white waiting room received some service and came out.

6:23 - Two Negro soldiers came through white waiting room.

6:27 - Two Chinese Pilots went into the white waiting room as a group of Negro soldiers came through the white waiting room and went into the Negro waiting room.

6:30 - Negro soldier walked up to the information desk in the white waiting room. Another Negro soldier went in and told him he was at the wrong desk.

6:35 - Negro man came out of white waiting room and went into the Negro waiting r room.

6:38 - Two Negro soldiers went into white waiting room for some service.

6:39 - A Negro soldier and a white soldier were laughing and talking just outside of white waiting room entrance to general waiting area.

6:40 - Negro woman came out of white waiting room.

6:41 - Negro sailor came out of white waiting room.

6:45 - Negro woman came out of white waiting room.

6:49 - Two Negro soldiers came out of the Negro waiting room.

6:50 - Two Negro soldiers came out of the Negro waiting room.

6:51 - A Negro soldier at the white information desk was directed by the lady attendant to the other side in the Negro waiting room.

6:52 - Two soldiers, one lady, and two children (all Negroes) came out of the white waiting room.

7:00 - Dr. Nicholson (Gammon Theo. Sem.) walked into the ticket enclosure. He went to the first window and asked for service. The man told him to get in the one and only line. The line extended into waiting room proper.

7:10 - A Negro soldier went through the white waiting room.

7:20 - A white man and two white women entered the station from the "Colored" entrance.

7:24 - B. T. Harvey (Morehouse Professor) came out of white waiting room. He stated that he went into get newspapers (the same newspapers were sold in the colored waiting room.)

7:34 - Four Negro soldiers came through the white waiting room.

7:40 - A Negro came through the white waiting room.

7:45 - A Negro soldier came through the white waiting room.

7:46 - A Negro went through the white waiting room.

7:47 - A Negro soldier came through the white waiting room.

8:00 - There were 21 Negroes in the ticket line. Only one employee worked on the Negro side. The line extended out of the enclosure.

8:01 - A white man was given change at the Negro ticket window. They wouldn't serve Negroes at this window. The ticket seller was very discourteous--telling the Negroes to get in the other line.

8:05 - Another ticket window was opened.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observation, Atlanta Terminal Station

Date: September 2, 1945
Time: 7:00 P.M. - 10:00 P.M. EWT

Informant:

Reporter: James S. Hadley

The colored waiting room is filled to capacity. The floor is very dirty.

In the general waiting area, about half of the persons seated are colored. No special seating arrangement is noted. Colored and white are sitting side by side and back to back.

Restaurant

The floor is dirty.

Menu:	Fried chicken	.75
	Roast beef	.50
	Sandwiches	.15
	Milk	.10
	Cold drinks	.05

The woman in the information booth keeps her back toward the colored side.

There is only onewater basin in the colored barber shop for three chairs.

Men's Toilet and Wash room

There are three wash basins in this room, unfit to use. One dirty mirror. No towels are on hand at all. There is only one clean latrine usable out of five. One free toilet flushes out of three. The floor is dirty and in some places covered with urine.

One broken glass in the entrance door. The windows are dirty, and the air is foul. The wash basins are used as latrines.

Steps to basement to men's barber shop and toilets.

These steps on the passageway seem not to have been washed since the station has been built.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observation on Trains N. C. & St. L. Date: September 4, 1945

Informant:

Reporter: Douglas Carter

Train No. 92
Nashville, Chattanooga, and St. Louis
Atlanta to Chicago

This train had four regular passenger cars for white people and there was one for Negroes. All of the white cars had reclining chairs and the Negro car had non-reclining seats. The Negro car was an old type one.

At 8:30 P.M. (EWT) L. Maynard Catchings of Fisk University and I went back to the diner. On our way back we met the conductor who asked us where we were going. Catchings told him that we were going to the diner. Then he asked if we had been called, whereas I said "Yes" (we hadn't) and then I told Catchings to go on.

When we got to the diner it had been closed. The waiters said that orders had been given not to serve any more as the car would have to return to Atlanta after reaching Chattanooga. I knew one of the cooks on this train and so I asked to speak to him. I was told to go to the kitchen.

When I got to the kitchen, Brooks, the cook I knew, spoke to me and said that he would fix a friend something.

I told him that I had a friend with me and so he fixed two plates. He told me that I might take the plates into the passenger car as the waiters were cleaning.

When I got to the back of the diner the waiters asked me where was I going. I told them to the Negro car and thereupon they told me to sit down in the car and eat. One of the waiters got some coffee, sugar and cream, and later got us a large bowl of ice cream. He said that he was glad to do anything for friends.

As we talked to the waiters we found that the steward had had some of his friends in for a free dinner and they could do the same without having the steward say anything. After we finished talking to the cooks and waiters we went back to the Negro car.

On going through one of the white coaches a white soldier said, "Things don't happen like this where I come from", meaning Negroes don't go through white coaches where he came from.

There were no drinking cups in the Negro car. A woman asked the porter about the cups whereas he told her that cups would not be available until the train arrived in Chattanooga.

I then went back in the first white coach and got some cups and gave them to the Negro passengers who wanted them. The conductor who had seen me go back in the white car asked the porter my business. The porter said that he didn't know. He then told the porter that I had better stay from back there. He didn't say anything to me. The car was filled, but everyone was seated. The car was clean and airconditioned. The train arrived in Chattanooga at 10:58 CWT.

Tr-M-1

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Railroad Car Facilities Date: September 4, 1945

Informant: T. M. Healy, District Manager, Atlanta Office, Car Service Division, Association of American Railroads

Reporter: Margaret Price

I asked Mr. Healy if he could give me information on the number of wooden coaches now in operation in the United States and in the southern United States.

He replied that no such coaches were in use -- they are absolutely obsolete. When I pressed the point, he said that maybe one or two such coaches were used on very small branch lines, but it was not at all a common thing.

Steel underframed wooden coaches are used, however, on some railroad lines, but these are considered quite strong and quite safe. Mr. Healy said that he had no figures on the number in use in the South, and did not give me the number in use in the nation.

I asked next how many half-coach half-baggage cars are in operation in the United States and in the South. Mr. Healy said that there are 2,225 such combination coaches in the United States and 309 in the Southeast -- Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia. Mr. Healy said: "You know why we use these, of course?" "Well," I said, "I suppose it's because of the unusually heavy traffic resulting from the war." Mr. Healy said no, that the Jim Crow laws were the cause. The volume of Negro traffic is too small to warrant the use of whole coaches for Negroes, and the baggage traffic on many roads warrants the use of only a half car, or 1½ cars. The other half of the baggage car can thus be used for Negro passengers. As a rule these combination coaches are not used for white passengers.

To my question of how many baggage cars, as such, are used to carry passengers, Mr. Healy replied, "None." It is absolutely against company rules to use unconverted baggage cars for passengers. I explained that I had once ridden in the baggage coach with a group of campers when the volume of traffic was unexpectedly heavy -- the Central of Georgia railroad. Mr. Healy said that was against the rules and the conductor probably got into trouble. I pressed the point further, asking if sometimes Negro passengers weren't carried in baggage cars. He still said, "no," quite emphatically. "It is against the rules. We don't carry passengers that way."

Ga. C.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: School Transportation Facilities, Georgia Date: September 5, 195

Informant: Mr. Claude Purcell, Supervisor of Transportation, State Department of Education

Reporter: Margaret Price

Mr. Purcell said that the county and state reports on school transportation facilities are not broken down for white and colored children, and so he could not give me any figures on the amount spent for transporting Negro school children as compared with the amount spent for white children, type of equipment, etc. However, he gave me a copy of the Annual Report of the Department of Education to the General Assembly of the State of Georgia for the Biennium ending June 30, 1944. Table XVII, pp. 244-251 contains the county reports on transportation, not differentiating between white and Negro pupils, however.

The table on expenditures for 1942-43, page 260, gives the state total of the amount disbursed by boards of education for transportation for the two races:

Transportation:	White	Colored	Total
Equipment	$ 243,190.92	2,101.75	245,292.67
Salaries	1,774,978.66	55,799.29	1,830,777.95
Per Diem and Other. . . .	235,955.79	2,407.89	238,363.68
Total	$ 2,254,125.37	$ 60,308.93	$ 2,314,434.30

He also gave me copies of the two reports issued by the Educational Panel of the Agricultural and Industrial Development Board of Georgia: "A Study of School Transportation in Georgia," and "A Study of School Buildings in Georgia."

Mr. Purcell said that most of the Negro school children of rural Georgia are transported to school in passenger cars, for which the state allows the owner 3 cents per mile per pupil. The county may or may not supplement this 3 cents with 2 cents, thus allowing 5 cents per mile. To be eligible for this state aid, the children transported must live at least 1½ miles from school. This type of arrangement is often made with the parents of one of the children, who is paid to transport other children in his car. Transportation by car is used a great deal because there are often not enough Negro school children to warrant the use of busses seating 40 or 50 children.

Mr. Purcell was talking off the record here, but he said that the general plan in future school building and consolidation was to follow the White House Conference recommendations to consolidate junior high school and high schools, but to build several primary and grammar schools to a county, so that small children can go to school near their homes. If such a plan is followed, it will mean changes in the transportation systems.

Tr-I-8

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: City Ticket Office and Discrimination Date: September 5, 1945

Informant: Mr. Hill, ~~General~~ Asst. Passenger Agent,
Southern Railroad Ticket Office

Reporter: Margaret Price

After Mr. Hill had read my letter of introduction, I explained that I wanted to know if the City Ticket Office employees had developed certain techniques for dealing with Negro passengers -- both those desiring Pullman accommodations and those buying coach tickets. He said that there were no special techniques -- in fact, there was no discrimination between white and colored passengers in the office. I told him that many Negroes felt that the employees used such signals as "X marks the spot" to warn those in the Pullman office that the person desiring Pullman accommodation was a Negro. He said that this was absolutely untrue -- no such practices exist. If a Negro calls and makes a reservation over the telephone and then calls by the ticket office to pick it up, it is given to him. Or if a Negro goes by the city ticket office to make a reservation, it is given to him, if one is available. There is no discrimination between races here.

However, Mr. Hill explained, a great effort is made not to seat a Negro with a white person, or to give a Negro an upper berth. If the Negro goes by the ticket office and makes his reservation, the clerk will give him a lower, although it may mean telegraphing to another city to make some changes. Delay occurs here, of course, and Negroes often get the impression that the agent is trying to get out of making the reservation.

Similarly, if a Negro makes the reservation by telephone, and does not say that he is a Negro, the clerk may assign him to an upper, but may change it to a lower when the Negro appears to pick up the reservation. Delay often occurs here, also, giving the impression that the agent is trying to get out of giving the Negro the reservation -- but such is really not the case. Mr. Hill said that it would be much less embarrassing and complicated if the Negro would say over the telephone that he is a Negro; then the clerk could make the reservation a lower right at first, preventing future delays and embarrassment. I asked Mr. Hill if the Negro might not be afraid that if he said that he was a Negro, the clerk would refuse to give him the reservation, or say that he had no space left. He said no; the agent would of course give the Negro Pullman space, if it were available; there would be no discrimination except that the clerk would assign the Negro to a lower berth. There might be some delay in confirming the reservation, because the agent might have to wire another city and arrange some "swaps," but the Negro would be given his reservation. Mr. Hill repeated several times that it would be much better if Negroes said over the telephone that they were colored -- they would still get the space, but it would prevent complication.

He said that until a few years ago, Negroes were sold compartment space at Pullman prices because there seemed to be a great amount of feeling among white people about sitting or sleeping by a Negro. That feeling seems to have largely disappeared, Mr. Hill said, and Negroes are no longer denied Pullman space.

Mr. Hill said that Atlanta Negroes have no trouble in getting Pullman reservations. He mentioned Mr. Thomas and Dr. Mays and others. I said that I knew that Dr. Reid at Atlanta University often traveled by Pullman. Mr. Hill said immediately, "Oh, yes. He has no trouble. Once he did. I went out to see him and we got it all straightened out." I didn't press the point, but I wondered why Mr. Hill should have mentioned that Dr. Reid had had trouble getting a reservation, having just told me that Negroes are not discriminated against in any way.

He said that employees are definitely not given instructions to deal with Negroes differently than whites, except that Negroes are usually assigned to lower berths. Many Negroes use the city ticket office, he said, and no discrimination exists.

ASSOCIATION OF AMERICAN RAILROADS
BUREAU OF RAILWAY ECONOMICS
TRANSPORTATION BUILDING
WASHINGTON 6, D. C.

JULIUS H. PARMELEE, DIRECTOR

J. ELMER MONROE, ASST. DIRECTOR
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M. - D

September 7, 1945 p/d

Mr. Ira De A. Reid,
Associate Executive Director,
Southern Regional Council, Inc.,
Room 432, 63 Auburn Avenue, N.E.,
Atlanta 3, Georgia.

Dear Mr. Reid:

No special studies of the sort about which you inquire in your letter of September 6 have been made by this Association, or by any of its subcommittees, since the subject is one of strictly regional application and is not one in which our Association as such would be concerned.

Such material as there may be in our library is available for consultation, but I doubt if there is much to be found, since there is no separation in reported traffic statistics as between colored and white passengers and in the reported operating statistics as between the maintenance and operation of separate facilities provided for colored passengers.

We have made no study or tabulation of the special legislation of the several states on the subject and I do not know of the existence of such a tabulation elsewhere. I presume, however, that one could be made from a study of the laws of the several states concerned. Our library here does not include law works.

Very truly yours,

J. H. Parmelee
Director

06-D

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: ~~Toilet~~ Elevator Facilities in the Fulton County Court House. Date; September 8, 1945

Informant:

Observer: Douglas Carter

I walked into the Fulton County Court House. I stood in front of the elevators on the left side from the front entrance. When the elevator came down the operator told me that I would have to ride the elevators on the right side of the building.

I walked over to that side of the building. When one of the elevators came down I got on it. I asked the operator if it was the policy to have Negroes ride the elevators on that side of the building only and he said yes.

I went to the sixth floor where the only Negro mens' toilet is. This toilet has two commodes, one latrine, and one wash basin. Everything in the toilet was clean.

One of the maids (Negro) told me that there were four toilets for Negro women--one on the 8th floor, one on the 6th floor, one on the 3rd floor, and one on the 2nd floor. She said the mens' toilet on the sixth floor was the only one. She further stated that there were at least two or three toilets ofor white people on each floor.

After going back down stairs I asked the man at the information desk about the policy of riding Negroes on elevators. He said that they had a sign on one of the elevators at one time, but he didn't know the policy now. I asked him who could I see relative to the policy involved and he told me Mr. Frank Ease in room 912. I went to that office but Mr Ease was not in. I asked a lady in his office about the policy and she said that she thought Negroes could ride any of the elevators. I told her of my experience and she asked "well you got up here didn't you?" I said, "yes, but that isn't the point." She then said that Mr. Ease would be in Monday.

After getting on the elevator and going back down stairs I saw a young Negro woman (a Spelman graduate) standing in front of the elevators on the left side from the front entrance. When the elevator came down she got on and nothing was said (she was light, but had all other Negro features).

Tr-15-3

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Notes on Discrimination in Pullman Accommodations During the period of a Trip

Date: September 9, 1945

L. & N.

Informant: Norwood (Pullman porter)

Reporter: J. O. Slade

"I have seen the printed order which was sent to all train conductors on the L and N. It tells them that white and colored passengers cannot occupy the same section (of a Pullman car, upper and lower together), It also tells them that colored passengers are not to ride in parlor cars opposite white passengers."

"I can think of at least 20 cases during 1945 when Negroes were denied Pullman accommodations because of the regulation that white and colored cannot occupy the same section of a car. This kind of thing makes the railroads and the Pullamn Company lose money. The Pullman Company would get the money for the space not used in their cars on a trip, and the railroads would get first class fares instead of just coach fares if it were not for their segregation regulations."

Note: The separation of races in sections of a Pullman car on the L and N works this way: If a colored person requests, for example, an upper berth of a section and the accommodation is sold to him, the lower berth is (in the language of the porter) "dead" if a white person requests accommodation and a berth in this same section is the only one available. The Negro, in this case, occupies a section for the price of an upper berth.

When first class and Pullman accommodations are denied Negroes, if the space is available in a section, as is often the case, the Federal Government loses money in taxes.

"I believe the Pullman Company loses at least one hundred fares every six months, including the servicemen who travel on my train, because they will not allow the races to mix in the same section of a car. I have had as many as three to five Negroes per trip to request space when we had no open sections, but many berths in sections."

"The passenger agents I have talked to on the L and N claim to know nothing about the printed regulation on keeping Negroes and whites out of the same sections which was sent to the train conductors."

Printed order to train conductors according to Mr. Norwood came from the headquarters of the L and N.

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview 9/9/45 2. Time of Interview 5:00 P.M. CWT
3. Place of Interview Beckwith St. 4. City Atlanta 5. State Georgia
6. Name of Informant Norwood 7. Sex M 8. Race Negro
10. Address of Informant Beckwith St. 9. Age App. 60
11. Occupation of Informant Pullman Porter
a. Company _____ b. Station _____
12. Interviewer J. O. Slade

Section II

INCIDENT:
Date 1945 Time _____
Place Between Cincinnati and Atlanta Line L and N (train #17)

Informant's statement:

"Bishop Fountain and Reverend Wilkes (colored) went up with me to Cincinnati. They had Pullman accommodations going up. They asked me to arrange accommodations for them coming back. I was unable to do so. They caught me coming back but did not have reservations. When they saw me in the day coach not far from Cincinnati, they asked me what I could do for them. I told them I had five uppers available in my car, but I'd speak to the Pullman conductor in their behalf.

"The Pullman conductor told me it was okay with him but he would like me to go with him to the train conductor to see what he had to say. When we (conductor and porter) asked the train conductor about giving two of these uppers to the Bishop and Reverend Wilkes, he told us: 'You know the regulations I have, that white and colored passengers cannot be placed in the same section.' "Yes, I know,' said the Pullman conductor, 'but if you will only tell me that I can put them in, I will.'

"The Pullman conductor and I later went to the bishop. The conductor, to clear himself, told the bishop that the train conductor was boss of the train and that he could not override him. The conductor told him (the bishop) that we had uppers but he could not accommodate him against the orders of the train conductor."

Ot-D

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Elevator ~~and Toilet~~ Facilities in Fulton County Court House.

Informant: Mr. Frank B. Eaves, Chief Inspector of Buildings. Date:Sept. 10, 1945

Reporter: Douglas Carter

I talked to Mr. Eaves in regards to the policy of Negroes riding elevators in the Fulton County Court House. He said that Negroes were allowed to ride any of the elevators. I then told him about the incident Saturday. He then asked me to name the operator who refused to ride me. I told him that the maid called him "Shorty." He said that he would see "Shorty" and get on him, but if I was wrong he would get on me.

I left his office and went to the elevator on the north side of the building. When the elevator opened (it was the same "Shorty") and he told me to go to the other side. I went back to Mr. Eaves office and told him what had happened. He then went out to the elevators and told the operator to carry everybody and I was taken down on this side of the building.

I asked Mr. Eaves about the separate toilet facilities. He became loud and red, and stated that they were separate and would stay that way as long as he held his position. I asked him about the state law envolved, wherein he stated "I don't know anything about the law ---you know more law than I do. It don't have to be a law, the custom is what we go by. We have separate toilets in our homes and we'll have separate ones here." I then told him I was interested only in the actual facts involved. He turned around and walked away.

Ct-A

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Licenses for BellBoys. Date: September 10, 1945.

Informant:

Reporter: Douglas Carter

At the city license department I found that a BellBoy to get a permit had to have three letters of reference. It was not known why this was necessary or the reason this practice was started. Section 59-223 of the Code of the City of Atlanta which pertains to licenses for BellBoys.

I then went to the office of Jack Savage (the city Attorney--8th floor C&S Building) where I was told by one of the lawyers there that they knew nothing about the cause for this practice.

Leaving this office I went to the Sylvan Hotel (233 Mitchell St.) where I talked to Mr. Gus Arnold, a Bell Boy there.

He said that he was required to get a permit one time (December 23, 1942) when he was working for the Gordon Hotel, but he hasn't had another one since.

He stated that the permits were required because many of the BellBoys had been mixed up with "white women" and the selling of illegal liquor. He went on to say that some of the hotels required BellBoys to have permits now, but he hasn't got one.

His permit looked something like this:

Number 532		Date 12 - 23 - 42

CITY OF ATLANTA

The Holder of This Card

Gus Arnold -----869 Drummond St. S. W.

is hereby authorized to follow the employment of

BellBoy Gordon _____ Hotel Subject to the

Ordinance Governing Same

J. L. Richardson,

City Clerk

Ot-C

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Report on Toilet Facilities in Federal Owned Buildings in Atlanta, Georgia

Informant: Date; September 10, 1945

Reporter: Douglas Carter

Old Post Office Building

There are no separate facilities for the two races.

New Post Office Building

There are no separate facilities for the general public in this building. There are no separate facilities for the Negro and white employees as such, but there is a "mutual agreement" that the whites use separate toilets from the Negroes.

Ot-C

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Report on Toilet Facilities in the City Owned Buildings in Atlanta, Georgia.

Informant: Date: September 10, 1945

Reporter: Douglas Carter

Atlanta City Hall

Toilet facilities in the Atlanta City Hall are separate for Negroes and whites. There is one toilet for Negro men (public) and one for Negro women (public). There is also one toilet for the Negro male employees and one for Negro female employees. All of these toilets are found on the ground floor of the City Hall. Toilets for white people are found on every floor in the building.

Toilets for Negroes are found in a far corner of the ground floor. There is one waiting room for Negroes and one for whites on this floor also.

Tr-I-4

SOUTHERN REGIONAL COUNCIL, INC.

Transportation -Segregation Study

Subject: Policies of Joint Ticket Office in Regard to Negro Passengers.

Date: September 10, 1945

Informant: Mr. Johnson, in charge, Joint Ticket Office.

Reporter: Margaret Price

After Mr. Johnson had read my letter of introduction, he said that he thought I could get the information I wanted from the passenger agents of each of the railroads cooperating in the Joint Ticket Office. When I told him that I would see each of those men, but that we were also interested in any techniques the Joint Ticket Office employees had developed to handle any problems that arose, he talked in a general way about their policies. He said that as I could see Negroes were served there--there were two Negroes buying tickets then.

He seemed to take it for granted that I knew little about the whole situation or I wouldn't have been asking, but more obviously, he seemed to assume that I was from the North. I told him that I was from the South-from Mississippi, in fact, but he continued to explain that south of the Ohio River there were separate coaches for white and colored passengers, but that north of the River, bothraces rode together.

I asked him if the lines represented in the Joint Ticket Office observed the same sort of separation in Pullman cars, and he said no, of course not. The volume of traffic wasn't heavy enough to warrant such a thing. He said that the railroads used to give Negroes compartments and drawing-rooms for berth prices, and that Negroes still expected them to do that--they wanted more service than they were entitled to for the amount of money they paid. He placed the working of segregation practices on the shoulders of the Negroes, saying that it was embarrassing for Negroes to have to ride with white people. He told me to pretend I was a Negro woman traveling with three small children. "Would you like it--wouldn't it embarrass you--if you went to bed that night and a white woman was sleeping above you, and a drummer opposite you?" Negroes on Pullmans just caused a lot of embarrassment for themselves--that was his tone. But they want more than a berth--they want their own compartments.

I told him that Negroes had told us that agents used signals to each other to keep from giving Negroes Pullman space. He said that that was not true; these days more often than not there is no space left on Pullman cars, but a Negro won't believe it--he immediately thinks that there is space but that the agent just doesn't want to sell it to him because he is a Negro.

He said that employees receive no instruction to deal with Negroes differently from white passengers. However, he said, it is an individual thing and you can't control individuals--not even in communistic Russia. The companies themselves abide by state and national laws in regard to separation of the races. The Inter-State Commerce commission prohibits railroads from refusing to sell Pullman space to Negroes in inter-state commerce. However, companies have adopted the policy of seating Negroes at the ends of the cars, wherever possible, in compartments. Again he emphasized that this was for the convenience of the Negro.

I asked him what happened when Negroes made Pullman reservations over the telephone and then appeared in person to pick up the reservation--is the reservation given to him? Does the agent try to swap the seat for another one when he sees that the purchaser is a Negro? Mr. Johnson said no-- the reservation is given over immediately, but it could prove less embarrassing to the Negro if he said over the telephone that he is a Negro.

He concluded the interview by telling me an incident that happened while he was working in the railroad station. A gateman approached him and asked him why a certain man was sitting in the white waiting room. Mr. Johnson asked the gateman if he were sure he was a Negro. "Well, he looks black enough," said the gateman. "I'll bet he isn't," replied Mr. Johnson. "Why don't you ask him?" The gateman went over to him and asked him what he was doing. The man replied that he was waiting on his train. "Hadn't you better wait around the corner in the other waiting room?" the gateman asked him? The man replied that he was not a Negro, but that he was from India.

I never did understand why he told me the story!

Ot-C-

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Report on Toilet Facilities in the State Owned Buildings in Atlanta, Georgia.

Informant: Date: September 10, 1945

Reporter: Douglas Carter

The State Capitol

There is one toilet for Negro women and one for Negro man. These are found on the ground floor. Toilets for white people are found on all floors.

State Office Building

There is one toilet for Negro women and one for Negro men. These are found on the ground floor. Toilets for white people are found on all floors "all over the building" (statement by a Negro janitor).

Attorney General of Georgia

I talked with the secretary in this office regarding the separate toilet facilities for the races. She stated that the Attorney General could give out information to the State Department heads only. She went on to say that if it was possible for him to give me this information, she would write me in due time.

*Note: The people in the office of the Atlanta City Attorney knew nothing about the city or state law regarding separate toilet facilities for the races.

Tr-I-4

SOUTHERN REGIONAL COUNCIL, INC.

Transportation -Segregation Study

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Reporter: Margaret Price

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He seemed to take it for granted that I knew little about the whole situation or I wouldn't have been asking, but more obviously, he seemed to assume that I was from the North. I told him that I was from the South-from Mississippi, in fact, but he continued to explain that south of the Ohio River there were separate coaches for white and colored passengers, but that north of the River, bothraces rode together.

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I never did understand why he told me the story!

Form A.
Number _____

INCIDENT MEMORANDUM

Section I

1. Date of Interview 9/12/45 2. Time of Interview 6:00 P.M. CWT
3. Place of Interview _____ 4. City Atlanta 5. State Georgia
6. Name of Informant Mrs. T. K. Blackus 7. Sex F 8. Race Negro
10. Address of Informant 1138 Fair Street, S.W. 9. Age App. 40
11. Occupation of Informant Housewife
a. Company _____ b. Station Terminal
12. Interviewer J. O. Slade

Section II

INCIDENT:
Date June 18, 1943 Time _____
Place Atlanta, Georgia Line Southern

Informant's statement:

"I had received word from my sister in Birmingham that she was sending her son, my nephew, to see me. She told me when the train on which he was coming would arrive. She (the sister) instructed me to go down to the train and get him (the nephew); she would tell him, she said, to wait on the coach until I came for him.

"When I got down to the station, I went to the train caller's booth and asked for a pass. A man, there, who seemed to be crippled and wore glasses, told me that they were not issuing any passes. I explained that the boy had been instructed to remain on the train until I came for him, that he was only eight years old, that he had never ridden on a train before. He bluntly said: We still are not issuing any passes. In the few minutes I stood nearby, the same man issued passes down to three white people.

"I then decided to go to somebody else for help. I went to a lady in the USO for colored and explained my problem. She said she would take care of me. When she went to the same man for a pass, he turned her down. I was then advised to see a white woman in Traveler's Aid service. The white woman said after I stated my case: 'Oh, sure, we'll get that child. Stay here until I come back.' When she came back her face was as red as a beet. The man had refused to give her a pass for me. She offered to go get the boy for me herself, but when she later learned that the train my nephew was coming on (it was late) would arrive at the same time she was to meet another train, she called a red cap and had me to describe the boy to him. She told the red cap to get the boy and bring him to me. I gave the red cap one dollar for his service.

"The white woman tried to report the incident to the superintendent, but he was not in his office when she called."

Ct-B

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Municipal Auditorium Date: September 12, 1945

Informant: Mrs. Callie Mae Montgomery

Reporter: James S. Hadley

The Municipal Auditorium is governed by the laws of Atlanta.

Negroes and whites shall not sit together, nor shall they enter the same door.

A few months ago the city council tried to prohibit Negroes from dancing in the Auditorium because of bad order on the part of the Negroes. It was found that the whites were as disorderly or worse than the Negroes.

The Southeastern artists, an organization operated by Negroes in Atlanta, had to put up a stiff fight to block this attempt.

M1-6

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observation, Traffic Court
Judge Luke Arnold, presiding

Date: September 13, 1945

Informant:

Reporter: James S. Hadley

I can't hear anything being said.

White people pass in and out of the colored room, (they have one room for white and one room for colored, both open to the judge's bench), but Negroes do not use white entrances and exits.

The same procedure is followed in this court as in the recorder's court. The principals and their witnesses go in a group and stand before the judges.

The white room has about 25 persons and the colored room 3.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Observation, Recorder's Court, Judge Calloway, presiding

Date: September 13, 1945
Time: 2:30 - 3:30 P.M.

Informant:

Reporter: James S. Hadley

At present, five Negroes, two policemen and three white persons are standing in front of the Recorder. It is very difficult to hear what is being said. A Negro man is shaking his head and shaking his finger in the Recorder's face. When they call names they use white or Negro such as: "John Doe, white," or "Robert Jones, Negro." There are 17 white people and 10 Negroes in the courtroom.

I am sitting about20 feet from the Recorder's desk. It is difficult to hear what is being said.

The very lowest type of white and Negro people are in this courtroom. The Negro men are in dirty overalls, unkempt and smelly. The Negro women look worse than the men. These people are really the ones who need help from society. The white men are very rough-looking, but their clothes are fairly clean. Only one white man is in overalls.

When a case is called, the principals and all their witnesses go and stand in front of the Recorder.

Tr-I-6

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Policies of City Ticket Offices — Nashville, Chattanooga, and St. Louis

Date: September 14, 1945

Informant: G. B. Harris, Division Passenger Agent

Reporter: Margaret Price

Mr. Harris said that they had had no particular problems arising as a result of the war. The company used to give compartments to Negroes for berth prices, but it does not do that now except in the case of old-timers here who have always had compartments and still expect them. The company makes no discrimination: "The nigger's dollar is as good as a white man's," he said.

The agents try to assign Negroes to the ends of cars wherever possible, and to lower berths. Negro men are places next to the men's room and Negro women next to the women's rooms. This policy of seating Negroes is used so that they will not have to "parade up and down the car." The company also has the policy of not assigning Negroes to the same seat as a white woman.

Southerners just don't like to have Negroes ride with them -- they don't seem to object to Negroes in the same car as much as they do to having Negroes in the same washroom and smoker. There has been no particular trouble in dining cars, however, even though they have the curtain. Mr. Harris told an incident related by a frined of his--a white woman--to support his statement about dislike of having Negroes in the wash room. The train had left Chicago, or was going to Chicago and was just out of the city. The white woman was in the washroom and saw that a Negro woman who had Pullman space in the same car with the white woman was giving her baby a bath in the wash basin. The white woman didn't like it at all, Mr. Harris said, and when she saw him the next time she asked him if that happened very often. Mr. Harris said that you couldn't blame her for objecting to the Negro's washing "A fat, greasy little nigger baby in the lavatory."

I asked him what happened when a Negro phoned for reservations in the Pullman car without saying that he was colored and then came by the office to pick up the reservation and the agent saw that he was a Negro. He said that that always makes for trouble and confusion, because the agent may have assigned the Negro to a seat with a white woman. If he had known that the Negro were colored, then he could have assigned him to a space by himself and made the other seat "dead." It would make it easier, he said, if Negroes would say that they are colored when they telephone -- they would get the reservations just the same.

He said that he had never heard of such a thing as agents using "signals" to keep from giving Negroes reservations.

Employees are not instructed to deal with Negroes differently from whites, except that the policy is to assign Negroes to ends of cars and lower berths -- "the nigger's dollar is just as good as a white man's."

I asked him what happened when Negroes requested Pullman space after the trip had already started. He said that that matter was entirely in the hands of the Pullman conductor. After the train begins its trip, he (meaning Mr. Harris and his division)

had nothing to do with assigning Pullman space. He said he didn't know what the policy was, but he imagined that they could get it. However, so many white people want Pullman space that they probably got it before the Negroes. (He seemed to mean that the space would be gone before the Negroes found out that it was available.)

He told another incident of two Negro men who were riding the Pullman from St. Louis to Mobile. As they passed through Mississippi, one of the white men on the train got off and phoned ahead. A group of people gathered and horse-whipped the Negroes and put them in the coach.

The N. C. and St. L. is an inter-state road, and so has to give Negroes space on the Pullman car when they request it. Intra-state lines are different, because state laws govern their operation.

Note: Mr. Harris, for all his saying "nigger," seemed to be fair about the whole question, although his thinking was "in the pattern." He talked at great length about some of the details given here. He was quite police and not at all hesitant about talking about the situation. He emphasized that the railroads themselves didn't care about the problem — the passengers were the ones who made the policies necessary.

Tr. I. 1

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Policies of City Ticket Offices--Atlanta and West Point Railroad; Georgia Railroad, Alabama Railroad

Date: September 14, 1945

Informant: A.P. McElroy, City Passenger Agent

Reporter: Margaret Price

Mr. McElroy said that no problems of friction come through his office except those having to do with Pullman space. It is the policy of the roads he represents to give compartment and drawing room space to Negroes at berth prices, but if such space is not available, Negroes are given space in the Pullman car. There is no particular policy about giving lower berths to Negroes rather than uppers, he said.

If Negroes phone for reservations without saying that they are colored, then come to the office to pick up the reservation, there is not much that the agent can do about the situation except give the reserved space to them, since the A. and W.P. is an inter-state line and there can be no discrimination. Intra-state lines follow a different policy, of course, since there is a law against Negroes in Pullman cars with white people.

I told Mr. McElroy that many Negroes felt that agents used signals to keep from giving Pullman space to Negroes, or that they just did not want to sell space and told them that there were no seats left in the Pullman. He knew nothing of such practices, he said. There is really not much of a problem about Negroes and Pullman space on his roads, he said, because the five-day limit and the 450 mile limit have cut out most of their Pullman accommodations. The only Pullman cars which his lines operate are on the A. and W.P. to New Orleans from Atlanta -- the line has a section of 20 uppers and 20 lowers. This is such a small amount of space that it goes quickly and unless Negroes ask for a reservation quite early, the chances are that it will be gone when they do ask for it.

Note: Mr. McElroy was very nice and answered my questions readily. He was working with his secretary, but stopped to talk to me. He said that he had some friends among the Negroes who often came to him for reservations. He mentioned "Old Man"--Bishop--Fountain at Morris Brown, particularly.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Policies of City Ticket Offices -- Nashville, Chattanooga, and St. Louis

Date: September 14, 1945

Informant: G. B. Harris, Division Passenger Agent

Reporter: Margaret Price

Mr. Harris said that they had had no particular problems arising as a result of the war. The company used to give compartments to Negroes for berth prices, but it does not do that now except in the case of old-timers here who have always had compartments and still expect them. The company makes no discrimination: "The nigger's dollar is as good as a white man's," he said.

The agents try to assign Negroes to the ends of cars wherever possible, and to lower berths. Negro men are places next to the men's room and Negro women next to the women's rooms. This policy of seating Negroes is used so that they will not have to "parade up and down the car." The company also has the policy of not assigning Negroes to the same seat as a white woman.

Southerners just don't like to have Negroes ride with them -- they don't seem to object to Negroes in the same car as much as they do to having Negroes in the same washroom and smoker. There has been no particular trouble in dining cars, however, even though they have the curtain. Mr. Harris told an incident related by a frined of his--a white woman--to support his statement about dislike of having Negroes in the wash room. The train had left Chicago, or was going to Chicago and was just out of the city. The white woman was in the washroom and saw that a Negro woman who had Pullman space in the same car with the white woman was giving her baby a bath in the wash basin. The white woman didn't like it at all, Mr. Harris said, and when she saw him the next time she asked him if that happened very often. Mr. Harris said that you couldn't blame her for objecting to the Negro's washing "A fat, greasy little nigger baby in the lavatory."

I asked him what happened when a Negro phoned for reservations in the Pullman car without saying that he was colored and then came by the office to pick up the reservation and the agent saw that he was a Negro. He said that that always makes for trouble and confusion, because the agent may have assigned the Negro to a seat with a white woman. If he had known that the Negro were colored, then he could have assigned him to a space by himself and made the other seat "dead." It would make it easier, he said, if Negroes would say that they are colored when they telephone -- they would get the reservations just the same.

He said that he had never heard of such a thing as agents using "signals" to keep from giving Negroes reservations.

Employees are not instructed to deal with Negroes differently from whites, except that the policy is to assign Negroes to ends of cars and lower berths -- "the nigger's dollar is just as good as a white man's."

I asked him what happened when Negroes requested Pullman space after the trip had already started. He said that that matter was entirely in the hands of the Pullman conductor. After the train begins its trip, he (meaning Mr. Harris and his division)

had nothing to do with assigning Pullman space. He said he didn't know what the policy was, but he imagined that they could get it. However, so many white people want Pullman space that they probably got it before the Negroes. (He seemed to mean that the space would be gone before the Negroes found out that it was available.)

He told another incident of two Negro men who were riding the Pullman from St. Louis to Mobile. As they passed through Mississippi, one of the white men on the train got off and phoned ahead. A group of people gathered and horse-whipped the Negroes and put them in the coach.

The N. C. and St. L. is an inter-state road, and so has to give Negroes space on the Pullman car when they request it. Intra-state lines are different, because state laws govern their operation.

Note: Mr. Harris, for all his saying "nigger," seemed to be fair about the whole question, although his thinking was "in the pattern." He talked at great length about some of the details given here. He was quite police and not at all hesitant about talking about the situation. He emphasized that the railroads themselves didn't care about the problem -- the passengers were the ones who made the policies necessary.

Tr-I-2

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Policies of City Ticket Offices
Atlantic Coast Line

Date: September 14, 1945

Informant: E. T. Bowen, Atlanta General Agent

Reporter: Margaret Price

Mr. Bowen said that there is so little passenger traffic on the Atlantic Coast Line Railroad into and out of Atlanta that he could not give me much information. The Line operating into and out of Atlanta is only a branch line. Oftentimes the Coast Line officials route passengers over the Central of Georgia, the N.C. and St.L, L. and N., etc.

He said that he thought it was the policy of the road to put Negroes in compartments at berth prices wherever possible. The officials of the Seaboard and another line operating in the carolinas and Virginia (I've forgotten the name of the other road he called) say that in those states the demand for Pullman car space and dining car service among Negroes is so heavy that the railroads cannot give them compartments — they have to put them in the middle of the car and give them dining car service. Particularly where Negro servicemen desire to eat in the dining car, you have to serve them, he said. You can't make those boys wait and stand around.

The Atlanta office is primarily a freight office, Mr. Bowen said, and so he knew very little about passenger problems and policies. I asked him how his line apportioned coach space among Negro and white passengers, and he said he had not the slightest idea.

Note: Mr. Bowen seemed honest in his statement that he knew little of the passenger traffic side of the railroad because his office was primarily a freight office. He explained the route of the Atlantic Coast Line Railroad, showing that the main lines by-passed Atlanta. He was very nice anddid not seem to feel that the subject was too touchy to talk about.

Tr-I-3

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Policies of the City Ticket Offices-- Central of Georgia

Date: September 14, 1945

Informant: Mr. Stovall, City Passenger and Ticket Agent

Reporter: Margaret Price

Mr. Stovall apparently found the whole subject distasteful. His answers were short, and he stood with his face turned aside as we talked. We talked over the counter.

He said that they had instructions governing their relationships with Negroes, and that seemed to close the whole subject as far as he was concerned. He never did grasp the fact that I was interested in knowing what the instructions were -- he simply refused to talk. When I asked what policy the office had in regard to seeling Pullman space to Negroes, he said that they sold them compartments for berth prices whenever possible -- so Negroes really have better accommodations than white people for the same money. If compartment space is not available, then the agents have to accommodate Negroes as best they can. He said they have had no trouble -- and few calls for Pullman space by Negroes -- about once in six months.

I asked him what happened when a Negro phoned for a reservation without saying that he was colored -- was there any trouble when he came to pick it up? He said there was not, and that he had no knowledge of any "signals" being used. (I asked him about the signals in a separate question.

He just didn't care to discuss the subject, that was plain, so I thanked him and left. He turned away from me before I had finished talking and said "you're welcome."

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Policies of City Ticket Offices-- Louisville and Nashville

Date: September 14, 1945

Informant: Mr. Dugan (J.W.Moore, City Passenger Agent away on vacation. Mr. Dugan was evidently his assistant.)

Reporter: Margaret Price

Mr. Dugan said that the only policy of the L. & N. is that employees try to put Negroes in compartments at berth prices. If a compartment is not available, the employees try to give them end berths, or lower berths in the middle of the car, if an end is impossible. The policy is to make the other berth "dead" if a Negro occupies the companion berth. If no other space is available, however, and a Negro requests Pullman space, the employee will give him space with a white person.

Mr. Dugan said that he had worked for 16 years for the L. & N. company and that he knew nothing of "signals" used by employees to keep from giving Negroes Pullman space.

He said that no special problems had arisen as a result of the war; the company just handles traffic as best it can -- the only trouble has been that both races want space on trains, and the company simply doesn't have enough.

I asked him what happened when a Negro phones for a reservation on the Pullman without saying that he is colored, is given the space, and then comes to pick it up and the agent sees that he is a Negro. He said that oftentimes there is trouble and confusion here, because if the agent has put the Negro with a white person, he has to swap the space, if possible. The confusion which arises often makes the Negro think that he will be denied space on the car. A young white girl might be placed under or over a Negro, and she would probably object to such an arrangement. Negroes should say over the telephone that they are colored so that the agent can make the reservation accordingly. I asked him if the Negro would be given the reservation if he said that he is colored. Yes, indeed, and it would make things easier all around, Mr. Dugan said. Some white people call to make reservations for their servants, making it in thier (the white persons) name.

The L. & N. is an inter-state line, so it does not have a great deal of trouble. Mr. Dugan said that he didn't know about the intra-state roads -- what their policy is -- but there are state laws they have to abide by.

Ninety percent of the Negro traffic on the L. & N. is in coaches.

Note: Mr. Dugan was quite polite and ready in his answers. His office is in the city ticket office, but he was behind the counter when I came in. He invited me back to his office where we sat and talked.

Tr-F-13

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Union Station Case Date: September 14, 1945

Informant:

Reporter: James S. Hadley

(Case of Negro discharged veteran who was manhandled and locked up from Union Station, August 24, 1945)

The police record keeper could not assist me unless I had the victim's name.

They file under proper names only.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Various Interpretations of the Georgia Separate Race Laws By Persons in Authority On Public Carriers In and Out of the City of Atlanta

Date: September 17, 1945

Informant:

Reporter: James S. Hadley

Some bus drivers think and practice the idea that only the long rear seat is for Negro passengers. This is most evident on Greyhound inter-city busses.

Other bus drivers feel that as long as the "white sit from front to rear" and "colored sit from rear to front" law is working, they are satisfied regardless as to where the line of demarcation lies.

On small city busses they ask all to leave by rear door. On large city busses they allow only whites to get off at the front and rear; Negroes may leave only by the rear door.

Tr-I-7

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Policies of City Ticket Office in Regard to Segregation--Seaboard Ticket Office.

Date: September 19, 1945.

Informant: Mr. Pleasants, City Passenger Agent.

Reporter: Margaret Price

Before answering any of my questions Mr. Pleasants wanted to know what the Council is, who Dr. Johnson is, and who is back of the Council. After I had answered those questions, he talked rather freely.

He said that he knew nothing of "signals" being used to deny Negroes Pullman space. He said that wherever possible the Company gave "lower 13" to Negroes, but that that was not always possible. When Negroes ask for reservations far enough in advance, they get them. If they do not claim the reservation in the specified time, the space is given to someone else, of course.

The Seaboard has no policy in regard to giving Negroes lower berths in preference to upper berths--such a policy is impossible, Mr. Pleasants said, because of the difference in prices of the two berths. I asked him if there were any trouble when Negroes presented themselves for reservations, having made the reservation over the telephone without telling the reservationist that the caller was a Negro. He said no, because there is no policy about giving Negroes a lower berth in preference to an upper. Oftentimes white travelers object to having Negroes in the Pullman and write letters to the company voicing their objections. For this reason, Negroes are placed in "lower 13" wherever possible.

I asked him how the number of coaches were apportioned for each race. He replied that on almost every train half the baggage car is converted into a coach and is reserved for Negroes. Then if the volume of Negro traffic is heavier than the half-coach will care for, a coach ordinarily used by white people is given over to Negro passengers. This happens quite often, he said. The half-baggage half-coach car is used because the volume of Negro traffic is by far smaller than the volume of white traffic, making the use of a whole coach not worth-while. The number of coaches used by each race is adjustable according to the volume of traffic on each run.

I asked him if "un-converted" baggage cars were ever used for carrying passengers, either white or colored, and he said absolutely not. It is positively against the law, and no such use is made of baggage cars.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Notes on Transportation to Schools for Colored (School busses)

Date: September, 1945

Informant:

Reporter: J. O. Slade

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(1) In Decatur, Georgia, Mr. Clayton, principal of the colored school, explained that sixteen of the students in attendance there came from hearby counties. "They are responsible for their own transportation in addition to four dollars per month for tuition. The white students who come to the school here," he said, "use school busses. I don't know how many busses they have."

(2) Mr. Gideons, principal of David T. Howard Junior High School in Atlanta reports that during the school year 1944-45, ten students were enrolled at the school whose residence was in Fulton County. All of them, he said, were responsible for their own transportation.

(3) Mrs. Annie L. Jackson, a clerk in the principal's office at Booker T. Washington High School made the following observation:

"There are no high school facilities in Fulton County for Negroes. The Negro children who wish to attend high school must come here (to Washington High School.) Last year (1944-1945) three hundred and eighty of our students came from the county. They commuted daily. They defrayed all of their transportation expenses. The county, however, paid the city forty-five dollars tuition for each student for the year.

"The situation for whites is different. In the first place, they (whites) have county high schools for whites, and in the next place, when these schools are not provided for the convenience of white students, provisions are made for them (whites) at county expense to get to and from their schools."

Form K
Number 1

J. Stiles Hadley

FACILITIES AND SERVICE FACTORS TO BE OBSERVED RELATIVE TO SCHOOL BUSSES

I. School Busses

A. Availability of service Only one school bus in operation (1944-45)

B. Remarks: Georgia Power Company official said a special school bus is operated for Girls' High School (Piedmont-Morningside line). This line is operated for use of white girls only; no adults. He states that no arrangement has been made between the Power Company and the Atlanta Board of Education concerning these busses. The Power Company assumes responsibility for these busses.

The company provides cars for Negroes' school children, but they pick up other passengers.

Tr-J-6

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Dining Car Services - Southern Railroad Date:

Informant: Dining car waiter, Jenkins, on Southern train #30

Reporter: James O. Slade

A dining car waiter named Jenkins who works on Southern train #30 between Washington and Atlanta said:

"We had heard from other waiters that colored soldiers on some trains were being served anywhere in the car, but our steward, Mr. Haynes, said nothing to us about this order from Washington. We heard nothing officially about it until the steward's immediate superior got on the car one day and told us."

Tr-J- 12

1.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Discrimination in dining car service Date:

Informant:

Reporter: James O. Slade

At Terminal Station, Atlanta, Georgia, a passenger with wife en route to Columbus, Georgia, via the Atlanta and West Point, observed a dining car as a train passed.

His wife, who sat next to him, said: "There's a diner; I wonder if colored people can go into them down here like they do up home." The husband's reply: "No, we ain't allowed in at all down here. At least that's what I was thinking according to what some of the people in Rochester (New York) say about down here."

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Laws Relative to Transportation of School Children- Equalization Fund

Informant:

Reporter: Margaret Price

~~Source: Georgia School Laws, published by State Department of Education, 1942.~~

~~32-948~~. Extra Appropriation to common school fund-Equalization Fund provided.

In addition to the regular appropriation for the support of the public schools, the General Assembly shall provide an equalization fund, which shall be disbursed by the State Board of Education for the purpose of more nearly equalizing the educational opportunities for the children of the state. The State Board of Education, in its distribution of said equalization fund to county boards of education for the purpose of equalizing educational opportunities as between the several counties, shall take into consideration the possible returns from taxable value for school purposes, the extent to which local tax aid has been utilized, the educational needs, and the local inequalities existing in the several counties. No county or independent system shall share in the equalization fund for any year unless it levies at least five mills for a local tax for its public schools for that year.

Acts 1926 Ex. Sess., pp.39-40.

(See Georgia School Laws, State Department of Education Publication, 1942, p. 44). (32-948).

Sc-D- 100

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Laws Relative to Transportation of School Children.

Informant:

Reporter: Margaret Price

~~Source: Georgia School Laws, published by State Department of Education, 1942. p.38.~~

~~32-919~~ Transportation of Pupils and Teachers

Whenever the county board of education or local district trustees deem it for the best interest of the school, they shall have the right to provide means for the transportation of the pupils and teachers to and from said school. No school trustee, teacher or county superintendent of schools shall be financially interested in the transportation of pupils.

~~This law is the only one on the statute books relative to transporting school children and teachers.~~

(See Georgia School Laws, State Department of Education Publication, 1942, p. 38) (32-919)

Ot-D

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Elevator Service in Atlanta's Office Buildings Date:

Informant:

Reporters: F. D. Carter and James S. Hadley

Atlanta National Building - 50 Whitehall, S.W.
3 elevators, white operators, same service for both races.

Bona Allen Building - 133 Luckie, N.W.
2 elevators, Negro operators, same service for both races.

Candler - 127 Peachtree, N.E.
6 elevators, white operators, same service for both races.

Citizens and Southern - 35 Broad, N.W.
5 elevators, white operators, same service for both races.

Connally - 98 Alabama, S.W.
5 elevators, white operators, same service for both races.

Doctors', W.W. Orr - 478 Peachtree, N.E.
3 elevators, Negro operators, same service for both races.

First National Bank, 14 Peachtree, N.W.
7 elevators, white operators, same service for both races.

Glenn, 120 Marietta, N.W.
2 elevators, white operators, same service for both races.

Grant, 44 Broad, N.W.
4 elevators, white operators, same service for both races.

Haas-Howell, 75 Poplar, N.W.
2 elevators, Negro operators, same service for both races.

*Healey, 57 Forsyth, N.W.
6 elevators, white operators, whites have exclusive use of 5 and there is a colored sign on one, but white people ride on it also. Hadley was allowed to use one of the elevators used by white people only, but Carter was refused service on the other elevators.

*Hurt, 45 Edgewood, N.E.
16 elevators, white operators, on elevator number 1 on floors second to the 16th there is a sign "Local for Colored." The sign is there, but Negroes used all of the other elevators.

Lullwater, 441 West Peachtree, N.E.
1 elevator, white operator, same service for both races.

Medical Arts, 384 Peachtree, N.E.
3 elevators, Negro operators, same service for both races.

New Palmer, 41 Marietta, N.W.
2 elevators, white operators, same service for both races.

101 Marietta Street - 101 Marietta, N.W.
4 elevators, white operators, same service for both races.

One Sixty One Spring Street, 161 Spring St., N.W.
1 elevator, white operator, same service for both races.

Peters Building, 7 Peachtree.
2 elevators, white operators, same service for both races.

Red Rock, 179 Spring, N.W.
2 elevators, Negro operators, same service for both races.

Rhodes, A.G., 78 Marietta, N.W.
2 elevators, white operators, same service for both races.

Rhodes-Haverty, 134 Peachtree, N.W.
4 elevators, Negro operators, same service for both races.

Ten Forsyth Street, 10 Frosyth
2 elevators, white operators, same service for both races.

Ten Pryor Street, 10 Pryor, S.W.
3 elevators, white operators, same service for both races.

*Trust Company for Georgia, 36 Edgwood, N.E.
3 elevators, white operators, the last elevator from front entrance for Negroes, although whites ride on this elevator also. Hadley rode one of the "white" elevators. Carter was not allowed to ride on the other two.

Volunteer, 66 Luckie, N.W.
3 elevators, Negro operators, same service for both races.

Whitehead, 223 Peachtree, N.E.
2 elevators, white operators, same service for both races.

William-Oliver, 32 Peachtree, N.W.
3 elevators, white operators, same service for both races.

22 Marietta Street, 22 Marietta St. N.W.
5 elevators, white operators, same service for both races.

Georgia Savings Bank and Trust Company, 74 Peachtree, N.W.
2 elevators, white operators, same service for both races.

Fulton County Court House, Pryor Street.
4 elevators, white operators, same service for both races.

City Hall, Mitchell Street.
4 elevators, white operators, same service for both races.

State Office Building, Mitchell Street
2 elevators, white operators, same service for both races.

Georgia State Capitol
2 elevators, white operators, same service for both races.

Western Union, Marietta and Forsyth Streets
4 elevators, white operators, same service for both races.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Various Interpretations of the Georgia Separate Race Laws by Persons In Authority on Public Carriers in and out of the City of Atlanta.

Date:

Informant:

Reporter: James S. Hadley

Georgia Power Company, Atlanta, Georgia

Operators of street cars, busses, and trackless trolleys.

Signs posted on above carriers: "White passengers shall sit from the front to the rear. Colored passengers shall sit from the rear toward the front. Colored passengers shall leave by the rear door."

Buckhead, and Suburban busses have no signs at all.

On some busses and street cars the policy demands that colored passengers shall leave carrier only by rear door. Yet it allows whites to leave by both exits. This applies to one man street cars and busses.

The policy on two man street cars is to take both races on at the rear door and whites leave by front and rear doors while colored passengers may only leave by rear door.

Taxis and Cars for Hire

These carriers are both operated by white and colored drivers.

The policy of allowing Negroes to haul white people is a direct violation of the law of the city of Atlanta. White starters at the railroad stations use coloredto haul white people when white drivers are not available.

Buckhead Taxi Service

This company hauls both races. White drivers.

Chamblee Georgia Taxi Service

This company hauls both races on the same trip.

Elevators in Atlanta

Many office buildings have taken down the signs "For Colored," but the operators will point which car is to be used by colored. However, the whites use the colored elevator along with the colored passengers.

Railroads serving Atlanta

Colored passengers are placed in the passenger car nearest to the engine. Colored passengers board the trains separately from whites. Whites may pass through colored coaches, but colored passengers may not pass through white coaches unless going to diner.

The train officials use the colored coach for office work.

Railroad stations

There are in most cases separate waiting rooms. Colored people are permitted to go into white waiting room for special services (traveler's aid, etc.); yet, in some instances if found in white waiting room for other purposes they may be fined for disorderly conduct.

Yet in the general waiting area (Atlanta terminal) there are no rules governing the seating of the races. They sit where they please.

Bus stations

At the Greyhound Bus Terminal colored are allowed to use the telegraph office in the white waiting room.

Airport

Both races use the same waiting room, sitting where they please.

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Ma-F

Subject: Legislative Hearings on Segregation Laws

Informant:

Reporter: Margaret Price

Sources: Journals of Senate and House of Representatives of Georgia, 1970, pt.3
Journal of the Senate- Thursday, October 13, 1870.
Page 508

"The Senate took up the bill to require the different railroads in this State to furnish equal accommodations to all, without regard to race, color or previous condition, where a greater amount of fare is exacted than was demanded prior to January 1, 1861.

"The Committee on Internal Improvements, to whom this bill was referred, reported favorably to its passage.

"The report of the committee was agreed to, and the bill was read the third time and passed."

Page 480 Journal of the House- Monday, October 24, 1870, P. 1263

"The House took up the report of the committee on the bill of the Senate, requiring the different railroads in this State to furnish equal accommodations to all, without regard to race, color, or previous condition, when a greater amount of fare is exacted than was demanded prior to January 1, 1861.

"The report was agreed to- the bill was read the third time and passed.

Journal of the House Saturday, August 27, 1870
Page 480.

"The House took up the report of the Committee on the bill to regulate common carriers in this State.

"Mr. Porter offered a substitute therefor, which he afterwards withdrew.

"Mr. Shumate moved to amend the bill by adding the following to the conclusion of the first section thereof:

"Provided, That common carriers shall provide separate, equal accommodations for the white and colored races.

"Mr. Fitzpatrick called for the previous question on the motion to agree to the report of the committee.

"The call was sustained.

"The report was agreed to. The bill was read the third time and passes."

No mention of this bill in Senate Journal.

Journal of the House
Tuesday , December 2, 1890
Pp. 340-341.

"By unanimous consent, the following bills were introduced, read the first time and appropriately referred, to wit:---

"By Mr. Johnson of Appling:

"A bill to require all railroad companies in this State to furnish equal accommodations in their trains for white and black passengers and for other purposes, etc.

"Referred to Committee in Special Judiciary.#

P. 556 Saturday , December 13, 1890.

The following bills were read the same time, to wit:-----

"Also, a bill to require all railroad companies in this State to furnish equal accommodations on their trains for white and colored passengers."

No mention of this bill in Senate Journal.

M.E

SOUTHERN REGIONAL COUNCIL, INC.

Transportation- Segregation Study

Subject: Newspaper Comment on Early Segregation Laws.

Informant:

Reporter: Margaret Price

Source: Atlanta Constitution, Wednesday, October 26, 1870.

The only mention of bills pertaining to segregation of the races in public carriers was found in the column which gave without editorial comment, the proceedings of the Georgia Legislature for each day.

"Georgia Legislature.
House of Representatives
Night Session
Wednesday, October 25, 1870.

The Senate bill to require all railroad companies to furnish equal accommodations for all persons paying full fare was passed."

Atlanta Constitution

Sunday, August 28, 1870

Georgia Legislature
House of Representatives
Saturday, August 27, 1870

"The bill to regulate common carriers in this State was taken up and read the third time-

"Porter offered a substitute for the bill, making it a felony for any captain of vessel or conductor of railroad train to make any discrimination in providing for the accommodation of any person on account of race or color.

"Mr. Porter withdrew his substitute.

"The bill as reported by the Committee, provides that all common carriers shall provide equal accommodations for all races.

"Mr. Shumate moved to amend, by saying that separate accommodations for whites and colored people should be provided, which motion did not prevail.

"The original bill was passed, leaving the separate provisions for accommodations of persons of both colors discretionary with railroad companies."

Tr-N-

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Regulations covering trains, Ga. Code Annual, 1935 Date:

Informant:

Reporter: James O. Slade

18-211. Water and light in passenger cars. Railroad companies shall keep in each passenger car or in any car in which passengers are transported an adequate supply of good, pure drinking water at all hours during the day and night.

18-212. Cinder deflectors on railroad trains. All railroad companies operating passenger trains or coaches by steam within or throughout this State are hereby required to put cinder deflectors, the same as are used on Pullman coaches or that will keep cinders from entering the car, upon all windows of passenger coaches, so as to protect the passengers when the windows are raised.

Miscellaneous

1. Interpretations of separation of races laws
2. Listing of photographs
3. Recorder's Court Observations
4. Communications
5. Newspaper comment
6. Legislative hearings
7. Military + Civilian Court Cases
8. "Workers' Code of Honor"

M-H

A WORKER'S CODE OF HONOR

As a part of the manpower team of this plant I will always strive to be:

PRESENT-At work every day and on time.

COOPERATIVE-Willing to work with my fellow workers on any task that will help to improve the efficiency of this plant.

THRIFTY-To waste neither my time nor the materials entrusted to me.

TRUSTWORTHY-To do the job assigned to me without the need of watching.

HONEST-To never take anything that belongs to another.

DEPENDABLE-To be straightforward in all of my dealings with employers and fellow workers.

PROGRESSIVE-To seek to find ways to improve myself and my work.

LOYAL-To those who have my best interest at heart.

Distributed by

THE NEGRO WORKER
Box 278
Tuskegee Institute, Ala.

Note: Issued to employees at Greyhound Bus Terminal

Tr-M-2

SOUTHERN REGIONAL COUNCIL, INC.

Transportation-Segregation Study

Subject: Cost of Passenger-Train Cars Date:

Source: "Quiz" — 400 questions and answers on railroads and railroading, published by Association of American Railroads, 1940, Question, 121.

Reporter: Margaret Price

The average cost of passenger-carrying cars installed by the railroads in the 3 years 1937-1939 was $53,922 each. Average cost figures for different types of cars were:

Coaches	$ 50,770
Combination coach, baggage, mail cars	37,710
Parlor cars	50,360
Dining cars	73,419
Club, lounge, and observation cars	75, 193
Sleeping cars	85,250
Postal cars	32,194
Baggage cars	14,248

April 13, 1949

Miss Elsie Larson Wilson
Executive Director
Council of Social Agencies
715 Travis Street
Shreveport, Louisiana

Dear Miss Wilson:

Your letter of April 12 reached the office just as Dr. Mitchell was leaving for an out-of-town trip.

The "pamphlet briefing the Jacksonville survey" is the June 1947 New South mentioned in your April 12 letter. We are sending the two dozen copies you requested, along with the manual and the circulars.

The introductory pages of the manual contain probably the best description of what the Council has found most important in a survey of this kind.

We are adding $1.50 to your bill to cover a year's subscription to New South. Thank you so much.

Sincerely,

Jane P. Simpson
Survey Assistant

jps/t

April 12, 1949

Mrs.
~~Miss~~ Elsie Larson Wilson
Executive Director
Council of Social Agencies
Shreveport, Louisiana

Dear ~~Miss~~ Mrs Wilson:

We hasten to send you one copy of the self-survey manual, plus 10 copies of our little circular describing it, plus two copies of our pamphlet briefing the Jacksonville survey, plus a couple of notes that have appeared on follow-up of the Jacksonville survey. A bill is enclosed.

I do hope that you and your associates will press the thing through. Shreveport would be a good place and would benefit, I am sure.

Various people at Baton Rouge could be helpful to you in advice. I think particularly of Dr. Marion Smith. If the Council can be related to the undertaking in any way, we should be happy to be helpful.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

COUNCIL OF SOCIAL AGENCIES
715 TRAVIS STREET
SHREVEPORT, LA.

MEMBER OF
COMMUNITY CHEST

April 8, 1949

RECEIVED
APR 11 1949
Southern Regional Council

Mr. George S. Mitchell, Director
Southern Regional Council, Inc.
63 Auburn Avenue, N.E.
Atlanta, Georgia

RECEIVED
APR 11 1949
Southern Regional Council

Dear Mr. Mitchell:

The Council here has become aware of the great need for a comprehensive survey or study of our Negro community, and is beginning to plan such a piece of work. I am somewhat familiar with the report on the Jacksonville study, and Miss Judy is sending me additional copies. She wrote to me about the manual which has very recently been put out by the Southern Regional Council. We are anxious to make this a self-study, and I am seeking all the help we can get. I shall greatly appreciate it if you will send a copy of the manual, and bill us. If you have other material which would be pertinent, I shall appreciate knowing about it.

Thank you, I am

Sincerely,

Elsie Larson Wilson

Elsie Larson Wilson
Executive Director

ELW:dc

RECEIVED
South

RECEIVED
APR 11 1949
Southern Regional Council

RECEIVED
APR 11
Southern Regional Council

COUNCIL OF SOCIAL AGENCIES
715 TRAVIS STREET
SHREVEPORT, LA.

MEMBER OF
COMMUNITY CHEST

April 12, 1949

RECEIVED
APR 13 1949
Southern Regional Council

Mr. George Mitchell
Southern Regional Council, Inc.
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

We wish to place our subscription with you for "NEW SOUTH" for one year. We would also like for you to send us two dozen (24) copies of your June 1947 edition.

Please bill us accordingly.

By The People

Sincerely yours,

mrs. Elsie Larson Wilson

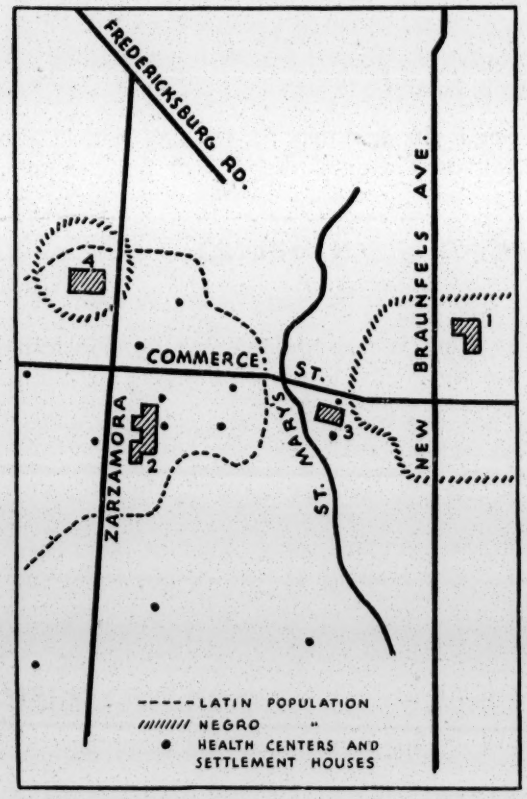
Elsie Larson Wilson
Executive Director

ELW:dc

cac

6 - Community Surveys

A FEW FACTS REGARDING HOUSING AND RELATED PROBLEMS IN THE SAN ANTONIO AREA



APPROXIMATE POPULATION

Latin	145,000
Negro	30,000
Anglo	210,000
	385,000

PUBLIC HOUSING

1. Wheatley
2. Alazan-Apache
3. Victoria
4. Lincoln Heights

LOW RENT PUBLIC HOUSING PROJECTS	Apartments	Assets
Lincoln Heights Courts	342	$1,097,380.91
Alazan-Apache Courts	1180	5,109,815.65
Victoria Courts	796	2,827,899.15
Wheatley Courts	236	739,904.29
	2554	$9,775,000.00

See Corresp. with Mrs. W. W. Jackson, May 1949

Stinson Homes	435
South Kelly	100
Camp Cushing	100

Brooks Homes	100
Carson Homes	201

Carson and Brooks Homes have now been taken over by the Federal authorities to be used by army personnel as civilians move out.

REPORT OF THE SAN ANTONIO HOME BUILDERS ASSOCIATION ON 1948 CONSTRUCTION

1. Number of living units built 5080
2. Type of unit ..... Homes and Apartments
3. Cost (Based on building permits) $22,221,000
4. **San Antonio,** Dallas, and Houston are among the 10 leading cities in the United States in records in home building.

Related to housing and other problems is the fact that no building permits are required for construction in the county area around the city of San Antonio.

SUBSTANDARD HOUSING IN SAN ANTONIO

Statistics are cited from the **San Antonio Public Housing Market Review, 1947**

The estimated number of families living in metropolitan San Antonio totals approximately 123,778. Of this number 30,430 live in substandard dwellings.

Substandard units include dwellings needing major repairs, those without private indoor flush toilets, or those without bath or running water.

11,000 married couples are sharing apartments with other persons.

Low-rent public housing units in San Antonio total 2554 in permanent buildings. This is equivalent to 1 public housing unit to 12 physically substandard units.

DISTRIBUTION OF LOWEST 27,400 FAMILY INCOMES IN SAN ANTONIO IN 1947

Statistics are used by permission of the San Antonio Housing Authority

Income Group	Families (cumulative)
Under $ 800	3,453
Under 1,000	4,345
Under 1,200	9,135
Under 1,400	14,928
Under 1,600	22,057
Under 1,741	27,400

The median income is $1,358.

50% of the estimated 151,414 workers in San Antonio make less than $2,000 annually.

Comparative Values for Selected Income Levels, San Antonio Families, 1947

Income Level	Anglo	Latin	Negro
Top of Lowest 20%	$1,265	$ 994	$1,033
Top of Lowest 25%	1,342	1,049	1,088
Top of Lowest 50%	1,684	1,260	1,291

On the basis of various welfare programs it can be conservatively estimated that at least 4,500 family units are receiving assistance. Many of these have no member of the family who may be classified as employable.

POPULATION TRENDS IN SAN ANTONIO, 1926-1949

From statistics prepared by the City Health Department

1. Latin-American

1948 estimated population	145,000
Births in 1948	6,561
Ratio of births to population, 1948	45.2
1926 births	1,989

2. Anglo-American

1948 estimated population	210,000
Births in 1948	5,068
Ratio of births to population, 1948	24.1
1926 births	2,381

3. Negro

1948 estimated population	30,000
Births in 1948	745
Ratio of births to population, 1948	24.7
1926 births	209

SCHOLASTICS IN SAN ANTONIO CITY SCHOOLS ACCORDING TO RACIAL DISTRIBUTION

From statistics prepared by the Research Division, San Antonio Independent School District

Schools	Anglo	Latin	Other
Elementary	34.5	64.9	.6
Junior	44.3	54.9	.8
Senior	62.4	36.9	.7
Total	41.1	58.2	.7

N. B. Negro schools have not been included in the above analysis

Grand Total	Anglo	Latin	Negro	Other
	38.1	53.8	7.5	.6

San Antonio has 55,000 scholastics. Some 40,626 are enrolled in the city schools; some 12,000 in private schools; some 3,000 accounted for in various ways.

HOUSING AND JUVENILE DELINQUENCY

The District Attorney's office has made the following statement in a survey of delinquency prepared in 1947: "We may conclude that one of the most crying needs for delinquency curbs here in San Antonio is adequate housing."

Grouping of delinquents according to sex and racial distribution, 1948

	Latin	Anglo	Negro	Other
Boys	657	378	87	2
Girls	255	222	45	
Totals	912	600	132	2

(Above figures from the Juvenile Office, Bexar County, Texas)

STATEMENT OF VIEWS AND RESOLUTIONS BY AMERICAN MUNICIPAL ASSOCIATION

Information secured from the **Congressional Record,** January 5, 1949, p. 28.

Municipalities are vitally concerned about the housing needs of their citizens.

Inadequate housing creates additional problems and increasing expenditures.

The responsibility of the municipality in that solution lies:

1. In adequate planning of our cities and neighborhoods.

2. Through urban redevelopment statutes including exercise of power of eminent domain to assist in acquiring proper sites and regulations for construction of adequate housing.

3. In the elimination of slums after provision has been made for rehousing occupants of same.

4. In doing our reasonable share by way of subsidies or otherwise to make housing possible.

5. That the American Municipal Association urge Federal and State governments to undertake an intelligent and complete program of housing, including provisions for research into lower-cost production techniques, using to the fullest extent machinery of private enterprise, and using Federal credit for extension of mortgage loans and reducing interest payments, therefore expanding opportunities for private ownership.

6. We urge the 81st Congress to immediately pass housing legislation similar to the original TEW bill to begin again the basic urban task of our Nation's slum clearance. We feel that this legislation should provide sufficient funds for long-term Federal loans and subsidy contracts for slum clearance and construction of permanent low-rent housing projects to replace temporary war and veteran's housing projects. . . .

7. That any Federal action for disposal of temporary wartime housing should be carried out only after mutual understanding with local officials of the community where such units are situated, and that none of the temporary housing ever should be sold to private interests except for the purpose of demolition.

The foregoing facts compiled by

WOMAN'S SOCIETY OF CHRISTIAN SERVICE

Methodist Church, San Antonio District

SRC - Community Survey
(San Antonio)

September 7, 1949

Mr. John C. Granbery, Editor
The Emancipator
3305 West Ashby
San Antonio 1, Texas

Dear Mr. Granbery:

We were delighted to have your letter of Sept. 2, with your check for six dollars ($6.00). We have credited five dollars ($5.00) to dues and have sent you for the other dollar ($1.00) four copies of the Manual.

It is the best of news that your group in San Antonio proposes to make a survey. If the Council can assist them with advice, please let us know. We have a competent young woman, Mrs. Jane Simpson, Yale trained in social and community relations, who ordinarily goes out to places where surveys are to be made. Unfortunately, we must depend upon the cities and towns for payment of her travel expenses.

Surveys are currently being made at Greenville and Rock Hill, South Carolina, Madison, Georgia and, I believe, West Palm Beach, Florida.

The Greenville, South Carolina people are nearly through. At Madison, Georgia, the survey committee is recommending the combining of three counties.

The survey thing is a mighty good scheme. It gets both races working together on matters of the deepest common interest.

The burden of our advice to communities undertaking a survey is to construct the committee with the greatest care so as not only to have all races but all responsible people who, after they have themselves found the facts, can cause changes to be made.

I declare, I don't know what to tell you, in addition to what they had in Who's Who about me. I ran a most interesting program in 1945, 1946, and 1947, getting improved services to returning Negro veterans. Then when Guy Johnson returned to Chapel Hill, they put me in as Executive Director of the Council.

PAGE PARTIALLY ILLEGIBLE

My Father died, as you probably know, about a year ago. None of us are now in Richmond. Broadus teaches at Rutgers. Morris runs a cooperative farm in North Georgia and is Secretary of the Southeastern Cooperative League. Terry is an engineer in Waynesboro, Pa. Mary lives in Connecticut.

I wrote you a couple of years ago that I married an Ashland girl and have dabbled with Hanover County farming; so, I am friendly with various persons at Randolph-Macon, who recall your fondness for the college.

The Council has been busy if mightily strained financially. My greatest regret is that we have not had the funds to develop more fully our many cordial links with friends and supporters in Texas. I do hope that in the next several months we can work out things that will tie us together more closely.

Sincerely,

George S. Mitchell
Executive Director

GSM:wgd

PAGE PARTIALLY ILLEGIBLE

Sept 3,
R.C.

The Emancipator

3305 WEST ASHBY
SAN ANTONIO 1, TEXAS

JOHN C. GRANBERY
EDITOR AND PUBLISHER

Sept. 2, 1949

Mr. Geo. S. Mitchell, Exec. Dir.,
Southern Regional Council, Inc.,
63 Auburn Ave., N.E.,
Atlanta,
Ga.

Dear Mr. Mitchell:

Please pass on to Mrs. Agnes McKoy the enclosed cheque for six dollars, five dollars for dues for two years and one dollar for four copies of the Manual for the Home Town Self-Survey. N.H. L

Our active and vigorous Interracial Committee in San Antonio was sabotaged by an organized effort of wreckers who tried to make it a chapter of the Southern Conf. for Human Welfare, now under another name. We were affiliated with the Southern Regional Council. Feeling the need for some organization we are again starting, but will avoid the name "Interracial Committee," adopting some such name as Community Survey Council. Yesterday by motion we adopted as a pattern for projects the Manual, and accordingly I am ordering four. One of our number, Mrs. W.W. Jackson, had eight copies but has been able to retain only one.

I have been trying to get one of your brothers to give me some data on the Mitchell family, other than found in Who's Who. I knew your father well. Won't you send me some biographical and autobiographical facts?

Mrs. Jas. S. Crate, of Houston, was with us in our meeting yesterday.

Cordially,

John C. Granbery.

John C. Granbery

Jane:

Attached leaflet (sent by Mrs. Jackson) is for you.

She ordered 4 survey manuals.

met

18- J - Misc —
Jacksons, Miss. W.W.

May 4, 1949

Mrs. W. W. Jackson
2136 West Summit Avenue
San Antonio 1, Texas

Dear Mrs. Jackson:

Thank you for your interesting letter of April 21. Our congratulations on the facts and recommendations in the leaflet about San Antonio, prepared by the WSCS group. If you and others in San Antonio decide to push your survey further and the Council can be of any help, please let us know.

The Council's greatest effort is in the direction of broad economic improvement for all of the people of the South. Our doctrine is that if people have good homes, schools, and health, if farmers have farms and workers have jobs, then the South will find ways of reducing sharply racial friction. We value everywhere the work of the Woman's Society of Christian Service toward all these goals.

We will regretfully obey your wishes and drop you as a member of the Council. (New South has been coming to you as an incident to your Council membership.) On our books you are now a year delinquent in dues--from March '48 to March '49. Dues in '48 were two dollars a year. It would be an appreciated bit of graciousness if you would pay up for that last year. We are more anxious, however, to have your continued good will.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

To CaC

Woman's Society of Christian Service

San Antonio District

2136 West Summit Avenue
San Antonio 1, Texas
April 21, 1949

Mrs. Agnes McKoy
63 Auburn Avenue
Atlanta 3, Ga.

$1.00 MB

Dear Mrs. McKoy:

In answer to your letter regarding my membership and dues payable, may I state that the Bexar County Interracial Commission, through which I joined, is now inactive.

Furthermore, I am active in the work of the WSCS which has a far-reaching program for betterment of race relations. The WSCS has done much in the local community for establishing cooperation between the three racial groups of our community. This has been done within the denomination and also on a non-sectarian basis for the entire community. Our work is most successful when we establish a goal for which all groups can work together without a definite and lesser objective of better race relations. Then the lesser objective is achieved. The races plan together, meet together, eat together, and achieve a great deal.

By way of contrast when Mr. Williams was here recently, little was done to advertise his presence except through sectarian channels. I heard him make one address. I was disappointed in his failure to point out the real bottle-neck in the South, which is economic discrimination through freight rates, oleo taxes, and other drastic economic discriminatory practices which have kept us on a colonial basis for years and years. A popular cartoon in this vein is a picture of an enormous cow across the U. S. It feeds in Texas, but it is milked in New York.

To CaC

Your magazine is well written and I am sure that you are rendering a fine service, but I do not care to continue to subscribe.

I enclose a check for four copies of the self-survey pamphlet. I also enclose a sample of the same type of thing which the WSCS has already started in San Antonio.

— M.S. has this
Note to Prewitt 4/3/49

Sincerely,

Ruth G. Jackson (Mrs. W. W.)

Ruth G. Jackson (Mrs. W. W.)

RECEIVED
APR 25 1949
Southern Regional Council

Dues were payable 3/48

CaC 5-5-49

Atlanta World 9/13/49

Shreveport Interracial Group Formed To Study Race Problems

SHREVEPORT, La. —(ANP)— A group of Negroes and whites of Shreveport met together last week and voted to form an interracial committee which would conduct a study of Negro conditions in their city.

To be known as The Joint Committee for the Survey of Shreveport's Negro community, this group will study the Negro problem in the following 12 phases:

1. Population by neighborhoods and areas.
2. Health and sanitation.
3. Housing. 4. Transportation. 5. Recreation. 6. Education.
7. Employment. 8. Welfare services. 9. Negro organizations.
10. Law enforcement. 11. Religion. 12. Operation of unethical or illegitimate business enterprises or practices.

Chairman of the committee is white Frank Hemenway Jr., president of Hemenway Johnson Furniture company. Upon being elected by its sponsors, Hemenway said:

"This survey will involve a lot of hard work. We will not finish it quickly, but if we do our work thoroughly and well, we may all, in the years to come, take some pride in pointing to Shreveport as a city where the colored and white peopples have been able to solve their mutual problems with good will and without the irritations which neglected injustices might have thoughtlessly engendered."

Sponsors of the committee are some 30 Negroes and 120 whites. It was started by the Council of Social Agencies, an agency of the local Community Chest.

4/3/49

Prewitt: Please send to Mrs. W. W. Jackson
4 copies of Survey Manual

[redacted]

5/3/49

(From the ATLANTA DAILY WORLD, October 13, 1949)

SHREVEPORT INTERRACIAL GROUP FORMED TO STUDY RACE PROBLEMS

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C
O
P
Y

Shreveport Survey

Last spring (1949), the Shreveport Council of Social Agencies ordered 1 copy of Manual, 24 copies of By The People. They have been visited by Mrs. Havens, & have consulted with Jacksonville Council of Soc. Agencies re survey organization & procedure.

Rock Hill, S.C.

14 March 1950

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

Thank you for your letter, with its progress report on the Survey planning in Rock Hill. I think that you have made a wise decision in postponing the Survey until your chapter is more soundly established.

When and if you do invite someone from Greenville to one of your meetings, I expect that Harold J. Weekley, Executive Secretary of the Greenville Community Council, or Frank Cleaver, Assistant Secretary of the Greenville Community Council, would be able to give you the best overall picture of what they had done there. As you know, the Community Council (formerly, Council of Social Agencies) sponsored the Survey there, and, although I don't know how they are as speakers, they will certainly have the information you will want.

Mrs. C. C. Withington (12 Clarendon Avenue, Greenville) and Mr. J. E. Beck, Principal of Sterling (Negro) High School, Greenville, were Co-Chairman of the Survey Committee. Both of them would be happy to help you, I know.

I am going to be in Greenville next Monday and Tuesday (March 20-21), and if you like, I will mention the possibility of your getting in touch with them later. Also, if you think it would help, I could bus over to Rock Hill Tuesday afternoon, March 21, and talk with you about all this. If so, I would appreciate hearing from you by Friday so that my travel schedule can be arranged.

Sincerely,

Jane P. Simpson
Survey Assistant

TABLE SHOWING SCHOOL GRADE COMPLETED OR CURRENTLY ATTENDED BY INDIVIDUALS IN GIVEN AGE GROUPS*

AGE	0	1	2	3	4	5	6	7	8	9	10	11	12	College	Higher Educ.	Interested In Night School	Total Individuals
Under 2	235																
3-5	232																
6-7	54	91	30	7	1												
8-10	21	37	67	88	55	22	5	2									
11-13	4	10	10	38	45	57	52	38	18	2							
14-17	8	0	6	11	25	36	46	50	59	39	32	20	11	2	0	29	345
18-20	7	0	5	2	13	11	16	32	28	17	16	16	22	2	0	57	187
21-29	11	6	13	27	47	36	58	32	29	21	14	18	7	9	1	181	329
30-39	22	12	23	46	49	44	42	38	21	22	19	3	3	2	0	226	346
40-49	23	3	23	28	46	36	32	20	13	12	2	2	3	1	0	144	244
50-59	8	3	13	26	24	18	20	12	8	7	0	1	1	2	1	85	144
60 & Over	18	8	14	17	22	25	17	6	4	3	0	0	1	1	0	78	136
Total 6-20	94	138	118	146	139	126	119	122	105	58	48	36	33	4	0	86	1,286
Total 21-60	82	32	86	144	188	159	169	108	75	65	35	24	15	15	2	714	1,199
Total 1-5																	

15 Families not recorded involving 91 people because of insufficient information 91

GRAND TOTAL OF INDIVIDUALS 800 3,043

Based Upon the Reports of Families in School Districts 8, 13, 14, 16, 18 and 30 of Darlington County South Carolina, March, 1950

TABLE SHOWING OWNERSHIP OF CERTAIN ITEMS OF PERSONAL PROPERTY AND NUMBER OF FAMILIES [1]

TYPE PROPERTY	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	TOTAL** OWNERS
Automobile	224	278	2																			280
Cows	355	92	34	9	4																	144
Horses		13	2																			207
Mules	(2)292	69	74	21	12	1	1															
Tractors	484	15																				15
Hogs	114	90	97	54	37	25	15	17	6	11	3	7	2	1	2	1	2			1		387
Gardens	23	476																				476

Families giving no information -- 17

Families owning no stock of any kind -- 114

No. of families reporting: On Ownership - Automobiles - 504; Cows - 499; Horses & Mules - 499; Tractors - 499; Hogs - 499; Gardens - 499.

Percentage of Owners: Automobiles - 55%; Cows - 28.8%.

1 - Based upon Reports of Families in School Districts 8, 13, 14, 16, 18, and 30 of Darlington County, South Carolina, March, 1950.

2 - Number of families owning neither horses or mules.

** These totals include the following amounts not indicated: Cows - 5; Mules - 14; Hogs - 4.

MEMBERSHIP IN ORGANIZATIONS [1]

Families Reporting Membership in No Organizations			360
Farm Clubs	-	Adult	110
Farm Club	-	Youth - 4 H - N.F.A. - N.H.A. (Individuals)	92
Fraternal	-	Benevolent Organizations	44
Bi-Racial			10

(1) Based upon reports of 524 Families in School Districts 8, 13, 14, 16, 18, and 30 of Darlington, South Carolina.

(2) 17 Families gave no information and are not recorded.

TYPE OF EMPLOYMENT OF ADULTS IN AREA, MARCH, 1950 [1]

Landowners only	113
Landowners and Renters or Sharecroppers	22
Total Landowners	135*
Renters - Farm	45
Sharecroppers	295
Day Laborers - Farm	62
Laborers - Non-Farm	35
Semi-Skilled - Other Employment	23
Professional	12
Domestics	12
Unemployed (7 receiving OAA)	9
Self-Owned Business	2

* This also represents number of families owning homes.

1 Based upon reports of 307 Families in School Districts, etc.

469 - Sharecroppers

12% - Day Labur - Farm

25% - Landowners

HEALTH - TABLE SHOWING DISEASE AND TREATMENT OF INDIVIDUALS BY AGE GROUPS DURING 1949-50*

DISEASE	AGE 1-6	7-13	14-20	21-30	31-40	41-50	51-60	61 & Over	Total	No Treatment	Doctor	Health Clinic	Midwife
Communicable	1	2	3	1	3	0	0	1	11	5	6		
High Blood Pressure				1	8	5	6	8	28	15	13		
Low Blood Pressure		1		1	2	4	2		10	3	5	2	
Catarrh		1					2						
Rheumatic Condition					2	5	2	6	15	6	9		
Child Birth		2	11	32	20	3	1		69	2	6	23	32
Heart		2	1	1	2		1	1	8		8		
Diabetes				1	1	1	2	1	6		4		
Gastric				1		1	2		4		2		
Eyes	1	1	1	1		1			5	1	4		
Permanent Disability		2				1	1	1	5		2		
Disease-Not Given but treatment Indicated	4	42	31	39	19	15	8	12	210		20	196	
Asthma						2		1	3		2		
Gynecological Condition					1				1		1		
Rupture					*	1				1	3		

Families reporting no diseases: 198
Families reporting illness of some kind: 301

*Based upon Reports of 499 families in School Districts 8, 13, 14, 16, 18 & 30 of Darlington County, S. C. - March 1950.

25 Families gave no information.

TABLE SHOWING NUMBER OF FAMILIES CANNING FRUITS AND VEGETABLES ACCORDING TO AMOUNT CANNED

NUMBER OF FAMILIES (shown Horizontally)	NUMBER OF QUARTS CANNED										
	0	1 - 25	26 - 50	51 - 75	76 - 100	101 - 125	126 - 150	151 - 176	176 - 200	201 - 250	325
FRUITS	39	113	85	32	18	4	4	3	3	3	1
VEGETABLES	54	160	73	21	5	2	2	1	1	1	

Based upon Reports of 499 Families in School Districts 8, 13, 14, 16, 18, and 30, Darlington County, South Carolina.

24 Gave No Information.

May 17, 1950

Mr. Paul Williams
3320 Gloucester Road
Richmond, Virginia

Dear Paul:

Many thanks for your long letter of May 15 and all your careful planning.

A proposal for a Rock Hill survey has not yet got beyond the proposal stage. The Council has goodish but rather new membership in Rock Hill. Probably an undue proportion of the members are centered in Winthrop College, which removes it a bit from the community as a whole. The two main obstacles to getting a survey going have been (1) discovering the most representative leadership possible and (2) some money. The idea will be considerably furthered by the publication in a few days' time of the report of the Greenville survey. People from Greenville have already talked with our Rock Hill Committee and the leader of the Greenville survey is to be in Rock Hill tomorrow.

We ought to face at the beginning the fact that the Council's method of getting a survey done is built flatly on local action and local policy. The only rule we have ever made is that the local survey Committee must be interracial, else we are not interested. I do not think Rock Hill has seriously considered doing a survey of the entire community. It's a big town and a textile town. We are more likely to get conclusive surveys in smaller places. What success we have had with the survey method has been based upon the plan of letting the local community do it; thus far, no survey that the Council has advised with has been a "sponsored" survey. The thing we have tried carefully to avoid is any indication that the Council has made the policies, the moving principle being the ingenuity and faithfulness of local people. All this, in order that you and I can make it clear to the NCCJ that the sponsor of the Rock Hill Survey will have to be the Rock Hill Committee. It would be perfectly right for it to be understood and publicly known that the NCCJ had given a large part of the money used for the survey, but it would also have to be clear that it wasn't an NCCJ survey or an SRC survey, but a Rock Hill survey.

I should think that the Executive Committee of the NCCJ, when it understood this, would be entirely happy about putting up the money on those terms.

I talked by 'phone yesterday with Miss Dorothy Jones of the Sociology Department at Winthrop College, who is the person over there most interested perhaps

in getting a survey started. They would be delighted to get the help, and I think that having the money would be the thing that would tip the decision and get them moving.

I have put all this fully to you in order that you would understand it completely. For purposes of any further correspondence you have with the NCCJ, I suggest some sort of language such as the following:

"The Council's success with the Home Town Self-Survey method is based upon complete local responsibility. This is a somewhat different idea from sponsorship of the survey by any general organization. The local Committee of carefully chosen representative people who guide and actually do the survey is in each instance the sponsoring and directing agency. The Council's service is limited to technical advice. Thus, if the local Committee decides to confine its survey to the Negro community (as seems likely in the case of Rock Hill) or to particular aspects such as housing or schools (which seems unlikely in the case of Rock Hill) the Council would not wish to try to change a considered local decision. On the other hand, whatever agency had assisted with advice or with funds would have its assistance gratefully recognized in the published findings."

What the NCCJ ought to do if they would, is provide $500 directly to the Rock Hill Committee and $500 to a Home-Town Self-Survey project of the Southern Regional Council for special assistance to the Rock Hill survey. We would expect to hold, of the $500 coming to SRC, about $300 toward publication costs. The printing of 10,000 copies of the Greenville survey is costing around $800, of which the Greenville Survey Committee is putting up $360 by purchasing 1500 copies at twenty cents apiece.

I am sorry to have to bring up these complications, but the survey can go over with a bang if they are understood from the beginning and would very likely be ineffective if they were not.

I am satisfied that Rock Hill is anxious to go ahead and that the lack of the money is now the principle obstacle. It is really just a matter of a difference in the technique of getting things done. Our experience is that the local Committee will not only make its survey well, but will do a diligent and effective follow-up job if, but only if, the local Committee understands that it is working with full local responsibility.

Sincerely,

GSM:er

George S. Mitchell

CC: Paul Williams

May 16, 1950

Mrs. Ellen O'Gorman Duffy
The National Conference of Christians and Jews
381 Fourth Avenue
New York, New York

Dear Mrs. Duffy:

Paul Williams has asked me to send on to you a copy of our Home Town Self-Survey Manual. One is going forward under separate cover.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

CC: Paul Williams

May 16, 1950

Mr. G. Howland Shaw
2723 N Street, N.W.
Washington, D. C.

Dear Mr. Shaw:

Paul Williams has asked me to send on to you a copy of the Council's Manual on the Home Town Self-Survey. I take pleasure in sending one herewith.

Sincerely,

George S. Mitchell
Executive Director

GSM:er
Encl.

May 16, 1950

Dr. Guy B. Johnson
Dept. of Sociology
University of North Carolina
Chapel Hill, North Carolina

Dear Guy:

A man named Harry Jones is director for North and South Carolina for the National Conference of Christians and Jews. Paul Williams has been in touch with Mr. G. Howland Shaw, influential therein, with a proposal that NCCJ put up a thousand dollars to enable the Council to move forward with a Home Town Self-Survey proposed for Rock Hill, South Carolina. All is tentative as to the Rock Hill Self-Survey, but our proposal would be to get $500 for the Survey Committee and, with $500 held here, give particularly close advisory service through Mrs. Simpson, backed with some clerical assistance.

I fear me that on this we are somewhat ahead of Rock Hill, though they have shown definite interest but have not finally undertaken a survey, and in any case, so far as I know, their proposal is for a survey of the Negro community, whereas Paul has attempted to persuade the NCCJ on the supposition that the survey would be of everybody.

Paul has had favorable response from several members of the Executive Committee of the NCCJ. Could you get hold of the man Jones and inform him of the capabilities of the Council and of the survey method?

Sincerely,

GSM:er

George S. Mitchell

PAUL D. WILLIAMS, RICHMOND
PRESIDENT
JOHN H. WHEELER, DURHAM
FIRST VICE-PRESIDENT
GUY B. JOHNSON, CHAPEL HILL
SECOND VICE-PRESIDENT
CARTER WESLEY, HOUSTON
THIRD VICE-PRESIDENT
HAROLD L. TRIGG, RALEIGH
FOURTH VICE-PRESIDENT
CHARLES S. JOHNSON, NASHVILLE
CHAIRMAN, EXECUTIVE COMMITTEE
GEORGE S. MITCHELL
EXECUTIVE DIRECTOR
MRS. AGNES McKOY
SECRETARY-TREASURER
HAROLD C. FLEMING
DIRECTOR OF INFORMATION

Southern Regional Council, Inc.
ROOM 432, 63 AUBURN AVENUE, N. E. ATLANTA 3, GEORGIA
OFFICE OF THE PRESIDENT
3320 GLOUCESTER ROAD RICHMOND 22, VIRGINIA

A Council to attain, through research and action, the legal and practices of equal opportunity for all peoples in the South.

RECEIVED
MAY 16 1950
RECEIVED
Southern Regional Council

May 15, 1950

Dear George,

Recently when in Washington I talked with Howland Shaw about having the Commission on Community Organizations of N. C. C. J. join with S.R.C. as a co-sponsor of our survey in Rock Hill and to give us $500. to help us in the project. The enclosed correspondence looks hopeful. I trust you will approve of the action I have taken on this. I had to move quickly or not at all. I feel confident that if I can attend the meeting in N.Y. June 19th and personally present our case I can get approval on the project because I know most of the members of the executive committee quite well.

Am I correct in saying that the Rock Hill survey will embrace the entire community not just the Negro community.

Do you know Harry Jones who is director of North and South Carolina for N. C. C. J.? If so I'd suggest you write and send him pertinent literature on our self-survey. If you don't know

PAUL D. WILLIAMS, RICHMOND
PRESIDENT
JOHN H. WHEELER, DURHAM
FIRST VICE-PRESIDENT
GUY B. JOHNSON, CHAPEL HILL
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him perhaps Guy Johnson or Odum would see or write Jones. I'd suggest that this be done soon.

I liked the letter Mrs. Huff wrote to the Chairmen of the State Divisions.

Will be home all this week. Will write you again in a day or so.

What can be done to get Odum and Guy Johnson contact Strauss (sp?) about helping SRC in a substantial way. Odum should agree to see Strauss not just write him a letter. If you want me to phone or write Odum say the word and I'll do so. But send me the right dope so I can correctly present the facts.

Do you think I should write Haas about the meeting in N. Y. with the Amer. Jewish Committee? Any chance of this taking place before the meeting in Atlanta June 10?

Please send Mrs. Daffy a complimentary copy of our Home-Town Self-Survey manual. Also the same to Mr. J. Howland Shaw

PAUL D. WILLIAMS, RICHMOND
PRESIDENT
JOHN H. WHEELER, DURHAM
FIRST VICE-PRESIDENT
GUY B. JOHNSON, CHAPEL HILL
SECOND VICE-PRESIDENT
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2723, N. St. N.W. Washington, D.C. Say in a note that you are sending the manuals at my suggestion.

Please have someone in the office prepare a biographical sketch on Dr. Chas. S. Johnson, and send to Rev. Maurice Shean, The Oratory, Rock Hill, S.C. I am recommending Dr. Charles along with two others as recipients of the Cath. Com. of the South Award next Jan. in Columbia S.C. where the annual convention will be held.

All good wishes,

Sincerely,

Paul

P.S. Did we get the check yet from Dave McDonald? I talked with Weaver in Wash. last week and he said he will present our case to Phil Murray (Murray has been away from Wash.) at the earliest and most opportune moment. He seemed optimistic.

I'll write Cardinal Stritch this week.

P.

Race Bias Seen Failure To Fully Accept Christianity

Atl. Daily World
27 May 1950

ROCK HILL, H. C. —"Race discrimination is evidence of a failure to accept Christianity fully and put it to work in our daily lives," said Philip S. Ogilvie here. "It takes more than sentimentism to remove the barriers of discrimination from the American scene; it takes a return to the principles of Christ and it takes hard work."

Describing and denouncing race prejudice as a heresy contrary to the teachings of the Catholic church, Mr. Ogilvie, as executive secretary of the Catholic Committee of the South, delivered this message at a Communion breakfast at St. Mary's church.

St. Mary's parishioners planned an interracial group to work for justice in race relations. Mr. Ogilvie advised them: "Included spiritual activities in your program. Make praying together an essential part of your program. Go to Mass together; receive Communion together."

He explained the workings of the Catholic Committee of the South, regional organization of priests and laymen. "It maintains a special department of Race Relations," he said. "And I have no hesitation in saying that this department has the only adequate answer to the problems involved in race relations in the South: the principles of Christ.

"The Catholic Committee of the South denounces the heresy of racism. It teaches the doctrines of the Mystical Body of Christ in season and out of season."

May 24, 1950

5 cc. sent to Phifer also - 26 May 50

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

Being mailed to you separately today are three copies of the Greenville Survey report, just off the presses. I hope that they will be of some help to your committee in planning your survey.

We are most interested to know what the outcome was of the meeting last week at which Mrs. Withington spoke about the Greenville survey. I do hope that it helped you line up the sponsors you wanted.

We will not hear about the possible grant (about which Dr. Mitchell called you last week) for quite a while, but we will be sure to inform you of any developments.

Sincerely,

Jane P. Simpson
Survey Assistant

Thurs - May 18 mtg - Jr Welfare League
Mrs. Withington

Negro community

Cath. sp.

write D. Jones
for what happened

GSM tel. conversation
with D. Jones, 16 May 50 -
re possible $500 from
NCCJ for survey.

Rock Hill, S.C.

RECEIVED
APR 10 1950
Southern Regional Council

April 8, 1950

Miss Ethel Simpson
Executive Director, YWCA
Greenville, South Carolina

Dear Miss Simpson:

The Rock Hill Chapter of the Southern Regional Council is interested in the work which has been done in Greenville recently in connection with a community survey. We have been anxious to secure someone from your group to tell us how it was done and give us some summary of the results. You have been recommended to us as the prime mover in getting the survey started last year. I am wondering if it would be possible for you to meet with us in Rock Hill at 4:30 p. m. Thursday, April 20.

I want to be frank regarding the financial arrangements. Our group has small local dues, but the fund contributed in this way has been nearly exhausted. We had suggested to Mrs. Jane Simpson with whom our Program Chairman has been in correspondence that we could hardly do more than offer to pay five cents a mile for expenses on the assumption that you would probably drive to Rock Hill. I am sorry not to be able to be more generous with our expenses account, but our situation is such that it is impossible.

I am writing this letter in place of Dr. Dorothy Jones, of Winthrop College, who is our Program Chairman. She has gone home for the spring holidays. Therefore, I am sending her a copy of this letter; and, as I will be out of town all of next week, I would appreciate your directing your answer to her. We sincerely hope that you can be with us. If the April date does not suit, perhaps we could have you later on at another of our monthly meetings.

Sincerely yours,

Kenneth G. Phifer

KGP/sb

Copies to: Dr. Dorothy Jones
Mrs. Jane Simpson

In Greenville on 11 April 50, E. Simpson told me that she would be unable to go but would try to arrange a substitute. — JPS

6 April 1950

see Greenville survey file for this letter

Mrs. C. C. Withington
12 Clarendon Avenue
Greenville, South Carolina

Dear Mrs. Withington:

Thank you so much for letting me know about your not being able to make the Rock Hill meeting on April 20. I shall let the Rock Hill people know right away so that they can invite Miss Simpson. I think she would be an excellent person for the job.

Dorothy Jones wrote me that she had written to invite you last week. Would you be good enough to tell Miss Simpson about the meeting and ask her to reserve that date if at all possible? I know that the Rock Hill chapter will write her about it as soon as they can. I would be most grateful if you could do that.

I imagine Mr. Weekley has told you that we are going to try to work out a report for you on your survey and that Mr. Fleming and I will be in Greenville next week. It will be nice to see you again.

Many thanks for everything.

Sincerely,

Jane P. Simpson
Survey Assistant

6 April 1950

The Rev. Kenneth Phifer
Oakland Avenue Presbyterian Church
Rock Hill, South Carolina

Dear Mr. Phifer:

Since Dorothy Jones has written that she was to be out of town between the 4th and 12th of April, I am writing you about your meeting on the 20th.

Mrs. Withington has written me that she will not be able to attend the Rock Hill meeting after all. However, she suggested that Miss Ethel Simpson, Executive Director of the YWCA, Greenville, would be an excellent person to take her place, and I agree with her. Miss Simpson was the prime mover in the getting the whole Greenville survey started last year.

I have asked Mrs. Withington to tell Miss Simpson about the meeting and to try to get her to reserve that date until she heard officially from you. I hope you don't mind my having done this, but I thought that you would want her since Mrs. Withington could not come and that time was important at this point.

Good luck with the meeting. I hope it all goes off successfully.

Sincerely,

(Mrs.) Jane P. Simpson

Rock Hill

RECEIVED
APR 5
Southern Regional Council

Box 42
Winthrop College, S.C.
April 4, 1950

Miss Jane Simpson
Southern Regional Council
Atlanta, Georgia

Dear Miss Simpson:

We certainly do appreciate the arrangement you made with Dr. Mitchell whereby we can invite both Mrs. Withington and Mr. Beck. I have written to both of them and asked them to come on April 20. We offered the usual five cents a mile - our chapter will pay the expenses of one speaker and you will arrange for the other.

I think that it will mean a great deal to us to have Mrs. Withington and Mr. Beck and I hope that we can have a large attendance of townspeople as well as members of our chapter.

We'll let you know how things turn out.

Sincerely yours,
Dorothy Jones
Dorothy Jones
Program Chairman

DJ/g

(Rock Hill - SC)

March 30, 1950

Miss Dorothy Jones
Box 42 Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

I have talked with Dr. Mitchell about your problem of the speakers for the survey meeting. His suggestion is that you offer both Mrs. Withington and Mr. Beck the usual five cents a mile. The Council will split the expenses with your chapter.

I hope you will be successful in getting them both to Rock Hill and that the meeting will help stimulate interest in your survey.

Sincerely yours,

Jane P. Simpson
Survey Assistant

JPS:wgd

March 30, 1950

Mrs. C. C. Withington
12 Clarendon Avenue
Greenville, South Carolina

Dear Mrs. Withington:

Thank you so much for all the time and information you gave me last week when I was in Greenville. It was most exciting to hear about the fruitful results of the Greenville Survey. I am sure that no small part of this is the result of your and Mr. Beck's fine leadership.

The meeting of the Rock Hill Chapter, which I discussed with you, is to take place at 4:30 p.m. Thursday, April 20. I do not know whether or not Miss Dorothy Jones of Winthrop College has written you about it as yet, but I know that they would like very much to have both you and Mr. Beck attend. If you have not heard as yet, I am sure she will be writing you very shortly.

Thanks again for everything.

Sincerely yours,

Jane P. Simpson
Survey Assistant

JPS:wgd

RECEIVED
MAR 29 1950
Southern Regional Council

Box 42, Winthrop College, S.C.
March 28, 1950

Miss Jane Simpson
Southern Regional Council
Atlanta, Georgia

Dear Miss Simpson:

I have talked with Mr. Phifer about the speakers from Greenville and he is interested, too, in having both Mrs. Withington and Mr. Beck. We are bothered, however, by the problem of financing transportation so I am writing at Mr. Phifer's request to ask your advice.

Each member of our local group has contributed once this year to the local treasury, but that money has already been largely consumed in paying for incidentals needed by the secretary and for the travel expenses of our February speaker. Mr. Phifer does not think we should tax the members again this year. We shall, therefore, have to make up a fund to pay travel expense for the April meeting. Round-trip bus fare from Greenville is $3.57, but there are no buses from Rock Hill to Greenville after 4:45 p.m. and our meeting has to be held at 4:30. If we offer to pay the usual five cents a mile for Mrs. Withington to drive over, that will mean at least $10 - an amount we probably could not duplicate in order to have Mr. Beck. Do you think Mrs. Withington would be willing to bring Mr. Beck with her ? What scheme do you think we could work out that might enable us to have both speakers ?

We felt it would help us greatly to have your advice on this matter since you are acquainted with the persons involved and have had more experience than we have had in arranging for guests speakers.

Sincerely yours,
Dorothy Jones
Dorothy Jones

DJ/g

If your answer has to reach Rock Hill later than April 3, will you address it to:

Rev. Kenneth Phifer
Oakland Avenue Presbyterian Church
Rock Hill, S.C.

I'll be out of town April 4 to April 12.

D.J.

(Rock Hill, SC)

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

DEPARTMENT OF SOCIOLOGY

March 25, 1950

RECEIVED
MAR 28 1950
Southern Regional Council

Miss Jane P. Simpson
Southern Regional Council
63 Auburn Avenue N.E.
Atlanta 3, Georgia

Dear Miss Simpson:

We surely do appreciate what you did for us in contacting Mrs.Withington and others in Greenville about talking to our group on April 20. As soon as I can clear with our president, Mr. Phifer, I will write Mrs.Withington. I think your suggestion for having Mr. Beck, too, is a splendid idea and I believe we can go ahead and plan to invite both speakers.

I hoped to go to the Piedmont Regional Conference of Social Work on April 20, but when the date was changed to April 19 it knocked me out of going. Maybe we can round up one carload of people from Rock Hill to attend the session you mentioned. I'll try. Thank you for mentioning it.

Possibly within the next few months our survey project will be far enough along for us to be calling you in to advise with us about it. This April meeting no doubt will "tell the tale".

Many, many thanks for your interest and help.

Sincerely,
Dorothy Jones
Dorothy Jones

DJ/g

Box 42

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

March 17, 1950

Miss Jane P. Simpson, Survey Assistant
Southern Regional Council
Atlanta, Georgia

Dear Miss Simpson:

Our local chapter of the Southern Regional Council held its regular monthly meeting yesterday afternoon so I took that occasion to tell the group about the letter which I had received from you on Wednesday. All of the members present were very much interested in having someone from the Greenville Survey talk at our April meeting - the third Thursday in April at 4:30 p.m. (April 20)

Since you are planning to be in Greenville next week, I wonder if you would mind contacting one of the persons you suggested in your letter and then let me know which one can and will consider coming to Rock Hill. We are so short on funds here I don't know what to say about expenses except that we must surely try to round up enough money to pay travel expenses. After you write me I'll contact the person in Greenville, too.

It seems to me that, as much as I would personally enjoy seeing you, there is not anything particular to be gained by subjecting you to the trip to Rock Hill next Tuesday. After our group has heard details of the Greenville study we may be more nearly ready to take up specific matters with you. We are planning for the April meeting to be an open meeting and we want to make a special effort to have civic and political leaders present. That will give us a chance to test local attitudes toward a self-survey.

We certainly do appreciate your interest in our chapter and its wavering efforts.

Sincerely yours,
Dorothy Jones
Dorothy Jones

Written that Mrs. Withington would speak - Also mentioned Piedmont Conf. in G'ville in April 1950 - (Mar 21, 1950)

14 March 1950

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

Thank you for your letter, with its progress report on the Survey planning in Rock Hill. I think that you have made a wise decision in postponing the Survey until your chapter is more soundly established.

When and if you do invite someone from Greenville to one of your meetings, I expect that Harold J. Weekley, Executive Secretary of the Greenville Community Council, or Frank Cleaver, Assistant Secretary of the Greenville Community Council, would be able to give you the best overall picture of what they had done there. As you know, the Community Council (formerly, Council of Social Agencies) sponsored the Survey there, and, although I don't know how they are as speakers, they will certainly have the information you will want.

Mrs. C. C. Withington (12 Clarendon Avenue, Greenville) and Mr. J. E. Beck, Principal of Sterling (Negro) High School, Greenville, were Co-Chairman of the Survey Committee. Both of them would be happy to help you, I know.

I am going to be in Greenville next Monday and Tuesday (March 20-21), and if you like, I will mention the possibility of your getting in touch with them later. Also, if you think it would help, I could bus over to Rock Hill Tuesday afternoon, March 21, and talk with you about all this. If so, I would appreciate hearing from you by Friday so that my travel schedule can be arranged.

Sincerely,

Jane P. Simpson
Survey Assistant

Rock Hill, S.C.

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

DEPARTMENT OF SOCIOLOGY

February 20, 1950

RECEIVED
FEB 21 1950
Southern Regional Council

Mrs. Jane P. Simpson
Survey Assistant
Southern Regional Council

Dear Mrs. Simpson:

I put off and put off answering your nice letter of December 9 because I wanted to present your fine suggestions to the local Chapter of the Southern Regional Council, and also have their reactions to pass on to you. Christmas made our meetings a little irregular and then we had two meetings at which guest speakers were featured and no time was available for business discussions. The group has had considerable difficulty deciding what to do about the Survey.

The final conclusion arrived at was to concentrate for the next six months on building up the local chapter both in quantity and quality of membership -(meaning more local civic and business leaders and fewer college professors). Once the chapter has established a sound position in the community the members feel they can successfully undertake the Survey project. At present, they feel they lack leadership for such an undertaking and the prestige that would help greatly in getting the findings accepted and understood.

After the local chapter has had several meetings focused primarily on topics that can attract new membership, the program committee would like to invite a person from the Greenville Survey to come and talk to this group here. If you have any specific persons to suggest, we would be glad to have such information from you.

Speaker on Weekley Post Mrs. Withington

Thank you very much for your interest in our chapter, and you can rest assured you will be called on later to help us get started.

Cordially yours,
Dorothy Jones
Dorothy Jones

DJ/g

See also, D. Jones' ltr. to SRC, of Feb 20, 1950 — filed under "SRC - Race in the News"

Rock Hill, S. C.

December 9, 1949

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

Dr. Mitchell has asked me to answer your letter about the self-survey in Rock Hill.

From what you have written, your plans are sound and well thought out. I certainly agree with you and Mr. Phifer that a small, newly organized group such as yours should, if possible, bring other well-established organizations into the survey in order to make it a really effective community undertaking. And your plan to try to get the Junior Welfare League to act as sponsor is excellent, particularly since they are already interested in something along the same lines. They would be a good sponsor to have, also, in getting the community behind your survey.

I have only two suggestions to make which perhaps might help you in organizing the survey and getting the League's sponsorship. One is that, if a complete survey seems like too much of an undertaking, you might plan to start with a survey of certain selected fields in which people in Rock Hill have shown particular interest — health, housing, education, or whatever. What people discover when they survey any one field — such as housing, for instance — is that they cannot really study it alone but must bring in other related factors in health, education, government, sanitation, etc. In this way, even a limited survey can have valuable results. And usually, when a group begins by surveying only a few fields, they end up by expanding their survey to include the whole community.

My other suggestion is that it might be useful for your group and the League to get in touch with the Greenville people, who are now winding up a very successful self-survey there. Their experience could be very helpful to you in planning and organizing your own survey. Also, their enthusiasm and the success of their survey would be awfully good promotion for your own, in your attempts to get sponsorship.

Perhaps someone from Greenville could come and talk to one of your

meetings, Or pehhaps, someone from your chapter — and from the League if possible — could visit Greenville to see the survey in actual operation. In either case, the people there who could help you are: Mr. Harold J. Weekley, Executive Secretary of the Greenville Community Council (formerly the Council of Social Agencies) which is sponsoring the survey, and Mrs. C. C. Withington (12 Clarendon Avenue, Greenville), Chairman of the Survey Steering Committee. Both of them, I know, would be happy to help you in any way they can.

I am planning a trip to Greenville myself some time after the first of the year, when they expect to have their final reports completed and ready for release. If you think it would be feasible for someone from Rock Hill to visit Greenville, I could try to plan my trip so that we could be there at the same time.

I would be glad to come to Rock Hill if you think I could help in any way. Please let me know if there is anything else the Council can do to help. We shall be eager to know how your plans work out.

Sincerely,

(Mrs.) Jane P. Simpson
Survey Assistant

December 6, 1949

Miss Dorothy Jones
Winthrop College
Rock Hill, S. C.

Dear Dorothy:

I am full of appreciation for your long and complete letter as also for the very helpful $25.00.

I am asking Mrs. Simpson to write you about the survey.

In general, I think your plans are most wise, but she will talk details.

I will let Mr. Abram's wife know of your praise of his speech. He is a most able person.

Sincerely,

George S. Mitchell
Executive Director

GSM:wgd

#25 - no detached wgd

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

DEPARTMENT OF SOCIOLOGY

December 2, 1949

RECEIVED
DEC 5 1949
Southern Regional Council

Dr. George S. Mitchell, Director
Southern Regional Council
Atlanta, Georgia

Dear George:

I have waited to answer your question about the Rock Hill self-survey because I really have not known how to answer it. I'll try to describe the present status of the project so you can know our reasoning and possibly give us advice on it.

First, our local group here is a small group relatively speaking and up to the present time composed chiefly of sociology professors and ministers. Before we mentioned the self-survey idea, we had, as a group, been studying certain social facts about the Rock Hill community and analyzing them from the interracial angle. We also did a little work in the interest of getting the City Council to appoint two Negro policemen to the local police force.

When the idea for a self-survey was introduced the members of the group were unanimously interested and we decided to get manuals of the self-survey and go over them individually as a basis for deciding further procedure. After we had gone over these manuals fairly thoroughly we held a discussion on the feasibility of our undertaking the project, i.e. in the total pattern we felt the project implied. Mr. Phifer's feeling was that our group was too small and too obscure to be effective in staging such an undertaking. Most of the group agreed that he was right. Then, we decided to try to get a sponsor for the project with whom we could work as an interracial group.

One of the more active and influential organizations in Rock Hill is the Junior Welfare League. Many of the women in the organization are wives of men who hold key positions in the civic, political, and business life of this city. We approached the President of the Junior Welfare League and found that she was interested, but she mentioned the fact that the League had already been working on its own on a somewhat similar undertaking. Each new member taken into the League is being required to make a fairly thorough study of some phase of the Rock Hill community - health, education, etc. She asked us to take the material thus far prepared by

25 detached
wgd

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

DEPARTMENT OF SOCIOLOGY

the League and examine it to see how closely it followed the pattern of the Southern Regional self-survey. It took us quite a while to do that and this is what we found out. Their material parelleled ours in most respects, but did not go into near the detail. Furthermore, of course, it was not obtained in the manner so desirably recommended by the Council.

A committee of our chapter will meet with the Executive Board of the Junior Welfare League in January and ask the League to sponsor the self-survey, with the Southern Regional chapter membership assisting. We also expect to ask the League to sponsor open meetings following the survey to publicize the findings and get them before the people of the community. If the League declines, then our chapter will have to decide either to give up the undertaking or seek another sponsor, or follow a third alternative on which we are already at work, i.e. enlarge our membership to include a more representative crosssection of Rock Hill and in this way build up the strenth of the local chapter. I believe Mr. Phifer is correct in fearing that if our ~~personal~~ present membership undertook a large community project we would lack the force and prestige to make it as effective as it could become under other conditions.

We would be delighted to have your comments and suggestions on this.

During the S. C. Conference of Social Work I had the pleasure of attending the morning session of the Southern Regional Council meeting. It was far and away the most excellent section of the Conference, in my opinion. The speaker, Mr. Morris Abram, a lawyer from Atlanta, was absolutely superb.

I am enclosing a small check which I would make for a larger amount, if I could afford to. I think you have a tremendous lot to be proud of, George, in all that you have accomplished for the Council.

My best wishes to you and yours.

Cordially,

Dorothy

Dorothy Jones

mw

SCC - Community Surveys
Rock Hill S.C.

July 14, 1949

Miss Mary Freyser
Box 41, Winthrop College
Rock Hill, S. C.

Dear Miss Freyser:

Nice to have your letter for which thanks. Here is a copy of the manual. I send you also 100 copies of the leaflet describing it. I assume you will want a copy of the leaflet for each Federated Club person.

About last February, I was in Columbia for a meeting of some of the Council people to push surveys. It was agreed then that Mrs. Spearman and Miss Rebecca Reid would be a committee of two to get people in the state informed about the survey idea. I have understood from Miss Reid that they are going ahead with making and mailing of the circular. So, to keep channels clear, I am sending a copy of this letter to you, both to Miss Reid and Mrs. Spearman.

On your forum subjects, I would think housing should be added. I am told that the new housing act provides that public housing can only be provided in towns or cities whose governing authorities, Mayor, City Councilor or whatever, provide a certificate that a stated number of housing units was needed which, in the opinion of the governing body, is not being provided through private channels. I would expect that provision to have this effect: that the only towns and cities which will get public housing will be those in which, by a vigorous fact-finding process, the need for public housing has been established and pressed upon the governing body.

You see, what that means is that (a) a town which has made a self-survey on housing will have the facts (b) they will have the push to get the certificate signed. So any town which makes a survey has got a long jump toward getting slum clearance.

There is also the fact that the act contains provision for rural housing. While the certificate is not required in the case of rural housing, the same plan will hold--that those rural areas that know their needs will be the ones to get good rural housing.

I have not seen Mary Coker Joslin's bulletin. Do please get a copy sent to me.

I am cheered by your facts about libraries.

With warmest regards,

George S. Mitchell
Executive Director

GSM:wgd

SCC - Community Surveys
Rock Hill S.C

July 13, 1949

Miss Dorothy Jones
Winthrop College
Rock Hill, S. C.

Dear Dorothy:

Thanks a lot for your letter of June 30 with its account of how things stand with the Rock Hill Chapter. Such additions or corrections as we can make to your list are inclosed herewith.

I send also a story from the July 7 Greenville News about the adoption there of our home town self-survey idea. I know that Mrs. Havens had been working with friends of hers over there toward such a thing. Then about July 3, Mr. Harold Weekley of the Council of Social Agencies called and said a sub-committee had approved the survey and the full committee would meet July 6. He wanted me to send some one over there. I sent Mrs. Havens and Mrs. Jane Simpson, who is our full fledged sociologist.

We prefer for a town or city to treat itself as one community, white and Negro. Greenville is a bit big for us though, and the limiting of it to the Negroes will make it simpler.

I suggest that you try to arrange to have some one from Rock Hill sit with the Greenville people from time to time and pick up anything you may wish of their methods.

After all, one of our main objects in doing this survey thing is to get established in each state at least one college staff person who knows all the tricks of doing a survey and who will be called on to extend the idea much further than the Council itself could do. One such person in South Carolina would be Miss Dorothy Jones at Winthrop College.

I do hope Rock Hill will press ahead. We are prepared to help you in any way you may wish

Sincerely,

GSMawd

George S. Mitchell
Executive Director

Box 41, Winthrop College
Rock Hill, South Carolina
July 9, 1949

RECEIVED
JUL 13 1949
Southern Regional Council

Dr. George S. Mitchell, Executive Director
Southern Regional Council,
63 Auburn Ave., N.E.
Atlanta 3, Ga.

Dear Dr. Mitchell;

May I have a copy of the Manual on the Home-Town Self-Survey? It will be used in an effort to secure the interest of the Federated clubs of South Carolina in making such surveys. It would seem advisable to have a forum on Self-Surveys. I will send a circular letter to the president of every Federated club asking that each club sponsor four forums and that each select the subjects from a list to be submitted. The letter will further state that loan material on the subjects will be available from this office upon request.

Will you make suggestions concerning the subjects listed and add one or more that you think pertinent? A resumé of the economic and social situation in South Carolina is given in a bulletin entitled "People in South Carolina" by Mary Coker Joslin, daughter of Mr. and Mrs. David R. Coker. If you have not seen it I will ask that a copy be sent to you.

Public libraries are an aspect of the South Carolina situation which will interest you. I have just returned from a library trip through South Carolina. It was an adventure that gave me many a thrill. 36 of the 46 S.C. counties now have countywide library bookmobile service. A year ago there were 14 without. South Carolina has the second largest number of bookmobiles in the United States. North Carolina leads in bookmobile service. 13 counties are giving library service to Negroes. Too few, but the old inhibitions have to be dealt with tactfully. Between the morning of June 1st and the evening of July 3rd I visted 34 S.C. counties. Library progress is evidenced in the remodeling of a barn for library use at Batesburg at a cost of $4,000 to a new building at a cost of $95,000 in Conway, dedicated July 1st. The first bookmobile for Negroes is operating in Orangeburg County; so far as we know it is the first for Negroes in the South. What is better yet is the use of libraries by all ages and various types and conditions of people. The librarians of today are persons with human understanding as well as professional training.

With appreciation of the rare insight and intelligence which characterize your leadership in a difficult field, I am

Yours sincerely,

Mary E. Frayser

Mary E. Frayser, Chairman
S.C. State Library Board and
The Forums Department of
The State Federation of Women's Clubs
(The chairmanships listed is the reason for requests to you.)

Forum Subjects:
1. Home-Town Self-Survey
2. Legislation
3. Education
4. Youth Conservation
5. Health, incl.Ment.Hygiene
6. Libraries
7. Status of Women
8. Club Institutes or Parliamentary Procedure
9. International Relations

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

DEPARTMENT OF SOCIOLOGY

June 30,1949

Dear George-

I thought I would never get around to acknowledging your letter of June 1. I had to hustle today to get it answered in June. We had a vacation and I vacated off to the Valley of Virginia, then I had to vacate there and take up a heavy load of summer school teaching.

We had a meeting of the Southern Regional on June 16, and that was the last meeting until September. Members who were present took their manuals with the intention of getting thoroughly acquainted with them so that we can start off next fall well-priented and chock full of ideas and eagerness to get going on the study. You'll probably be hearing us holler for help along about then.

The secretary of our local chapter is Rev.J.H.Lewis,R.2,Rock Hill. He has the complete list of our present paid-up membership. He gave me a copy of it several months ago and I am comparing that list with the one you sent. The copy I have of his is not complete, but it is nearly complete. I am attaching it to this letter. Miss Lonnie Landrum whose name appears on your list has retired as State Home Demonstration Agent and is now making her home in Atlanta. Perhaps you would like to get her into the chapter there. She is a splendid person. I failed to get in touch with Father Maurice, but I did contact Father Vincent and I believe most of the priests at the local Oratory will become members. Our chapter has not put on an active membership drive because some members felt we could accomplish more if we went along slowly and quietly. But I think the general consensus is that the group can begin to expand now.

Best wishes to your family.

Sincerely,
Dorothy
Dorothy Jones

Miss Dorothy Jones Re: List of Rock Hill Members to be checked.

On your list we do not find the following members listed:

Miss Mary Frayser
Winthrop College

Mrs. Dorothy Sears
722 Crest St.

Rev. Maurice V. Shean
434 Charlotte Avenue

Mr. & Mrs. J. Kinard
Winthrop College

Mrs. Lonnie Landrum
Rock Hill, S. C.

Rev. A. T. McDaniel
428 Fewell St.

Miss Ruth Williams
Winthrop College

Also we find that the names you have listed as follows:

Miss Audra Brazelton
Mrs. T. S. Gilmore

Are without any record of membership here in our office.

Sincerely,

(Mrs.) Winona Dawkins

S.P.C. - Community Surveys

June 1, 1949

Miss Dorothy Jones
Winthrop College
Rock Hill, South Carolina

Dear Dorothy:

That is grand news that you folks in Rock Hill will go ahead with a self-survey. We are prepared to help you at any time we can.

Also, I am delighted to know that your local meetings go so well.

In Lexington, Kentucky a couple of weeks ago I was present at the Southwide meeting of the Catholic Committee of the South. I fell into conversation with Father Maurice V. Shean, of 434 Charlotte Avenue, Rock Hill. He became a member of the Council late in February, 1949, but told me that he did not know that meetings of the group were being held. I do hope you, or whoever is the right person, will get in touch with Father Shean and take advantage of his knowledge and deep interest.

By our count we have 23 members in Rock Hill. Here is a list, with the date that they joined.

I had fifteen minutes in Gum Tree the other day and found the washing machine washing, the refrigerator freezing, and the electric pump squirting water through the new steel sink. Besides which one girl by the name of Alfleda was in that minute company of the graduating class of Hanover Training School. I think she is the second only, of

all that Johnson tribe, to get through high school. Most of them got un-promoted a couple of times and quit in grade 4.

Sincerely,

George S. Mitchell
Executive Director

GSM:t

Memo . . . FROM THE DESK OF
GEORGE S. MITCHELL

May 26, 1949

Jane:

In Lexington, Kentucky I had considerable conversation with Father Maurice Shean, Box 895, Rock Hill, South Carolina.

Father Shean is well acquainted with organized labor and other progressive movements in Rock Hill. He expressed himself as much interested in the survey idea. I gave him a copy of the big manual and the circular.

If you have any further nibbles in Rock Hill, it would be quite worthwhile to be in touch with Father Shean on ways of working the thing out.

GSM

STAFF ROUTING

STAFF _____

READING FILE _____

HCF _____

JPS _____

NH _____

MS _____

CAC _____

AMCK ~~$5500~~ Did you get the $.

MET _____

GSM _____

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

DEPARTMENT OF SOCIOLOGY

May 19,1949

JP 5/22/49

Dr.George S.Mitchell,Director
Southern Regional Council
Atlanta, Georgia

Dear Dr.Mitchell:

We have decided that our local chapter of the Southern Regional Council would like to undertake the Self-Survey. Our first step will be to put copies of the manual in the hands of each of our members. Then we plan to take up the matter with City Council and seek their cooperation in carrying through with the study.

Could you send us 20 copies of the Home Town Self Survey manual some time soon ? I am enclosing check for $5.00.

Sent by JP MET

The local Chapter has some of the most interesting meetings I ever attended in any organization. Discussions are free, full, and frank in a fine constructive way. I wish you could drop by some time for a meeting. We have regular sessions every Third Thursday at 4:30. Kenneth Phifer does a cracker-jack job of leading.

Give my best regards to all your family. I hope to go to Ashland early in June. We have about two weeks before we settle down to summer school and after we finish here on May 29.

Sincerely,
Dorothy
Dorothy Jones

DJ/g

5.00
MCK

SRC - Community Surveys

cc: Mrs. Havens

30 March 1949

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

Dr. Mitchell has asked me to answer your recent letter about the "self-survey" in Rock Hill.

We were both sorry that neither you nor Mr. Phifer were able to attend the survey meeting in Columbia on the 25th. We had a good meeting, substantial attendance, and much interest, which we hope will bear fruit in some South Carolina surveys.

We were most interested in your letter and the material you sent describing activities of the local chapter in Rock Hill. And, of course, we were particularly interested in your statement that discussion of the material you had worked up has led to a desire for actual fact-finding. That, as you know, is the main aim and method of the Council's self-survey. The whole thing sounds like an excellent beginning.

Have you thought of trying to interest other community groups in the Rock Hill survey, or have you planned it simply as a project for the Rock Hill chapter? If you could bring other groups into the survey, so that many people would learn the facts as you went along, you probably could make the whole town interested in getting results as well as facts. At least, that is the device that worked so beautifully in Jacksonville.

At any rate, we shall be eager to hear what develops. If we can do anything to help at this end, please let us know.

Dr. Mitchell sends you his best.

Sincerely,

(Mrs.) Jane P. Simpson
Research Assistant

Rock Hill, S.C.
March 21, 1949

Mr. George S. Mitchell
Executive Director
Southern Regional Council
Atlanta, Georgia

Dear George,

We are intensely interested in the "Home Town Self-Survey" and I am distressed that my college work prevents me from being in Columbia for the meeting called by Mrs. Spearman and Mr. Dobbs. I hope Mr. Phifer can be there. At any rate, I feel sure our local chapter will decide to begin on this project.

We have already begun a sort of "self-survey". Before we got your material we worked up the enclosed material as the program core for several of our meetings. We began on it last time and had an excellent discussion plus development of ideas and plans for the Project Committee to follow up - such as finding out actual facts about the Negro residential sections of this community - miles of unpaved streets, adequacy of street lighting, water and sewage facilities, etc.

We plan to focus major attentions on employment and the numerous factors involved in and affecting employment of the races. This would lead, of course, to study of educational facilities and opportunities for training, and also to study of legislation which concerns employment. We expect to compare South Carolina legislation with legislation in other states.

I shall write you further about the "Self-Survey" after our April meeting.

My kindest personal regards to you and yours.

Sincerely,

Dorothy

Dorothy Jones

DJ:jr

RECEIVED
MAR 24 1949
Southern Regional Council

STUDY PROGRAM
for
Rock Hill Chapter, Southern Regional Council
1949

The following material has been brought together as a springboard for discussion and as a basis for developing plans of action that our Chapter can pursue.

Data were obtained from the 1940 United States Census, the most recent census data available. Each statement is followed by questions designed to stimulate intelligent discussion and to point up other pertinent facts. The questions are followed by suggestions for further questions and comments.

Each member of the local chapter is urged to study the material thoughtfully, to try to answer the questions objectively and thoroughly, and to contribute additional questions, comments, and information.

I. Racial Compositon

In 1940 Rock Hill had a predominantly white population - 78% White; 21.3% Negro. This was a considerably higher proportion of whites than was typical for the state, which in that same year had 57.1% White; 42.9% Negro. York County's proportion of whites at that time was also larger than the state's - 63.1% White; 36.1% Negro. There were six persons of another race in Rock Hill, in 1940 - three males and three females.

Questions, Answers, and Comments

1. Why does Rock Hill have a smaller proportion of Negroes than is typical in S.C.?
2. Is there anything about Rock Hill that tends to discourage Negroes from living here?
3. Is it to Rock Hill's advantage or disadvantage to have this smaller proportion of Negroes?

4. Is there an optimum proportion of different races to have in a community like Rock Hill?
5. If so, what would that optimum be? Equal numbers? Predominance of whites? Prodominance of Negroes

Your Questions:

Comments:

II. Sex Ratio

In 1940, there were 55.6% females to 44.3% males in the Negro group as compared with 50.5% females to 49.5% males in the White group. In the marriageable age group, 15 years old and over Negro females outnumbered Negro males by 345 whereas White females outnumbered white males by only 10. In the specific age group that could be considered more favorable for marriage, i.e. 20-44 white males outnumbered white females by 132. Negro females, on the other hand, outnumbered Negro males by 230.

Questions, Answers, Comments

1. What problems, if any, are created for Rock Hill's Negro women by the shortage of men in the marriageable age groups?

2. Why does this shortage of Negro males exist?

3. What problems, if any, are created for Rock Hill's White men by the shortage of White women of marriageable age?

4. Why does the shortage of white females age 20-44 exist?

5. Is there any evidence that sexual promiscuity has been associated with the unbalanced sex ratio?

Your Questions

Comments

11,716
3,198
14,914 Total Pop.

Distribution of Population By Age and Race, 1940

	White		Negro	
Total	11,716		3,198	
Age Group	No.	Pct.	No.	Pct.
0--5	1,173	10.0	253	7.9
5--9	974	8.4	253	7.9
10-14	1,016	8.6	275	8.5
15-19	1,195	10.1	362	11.3
20-24	1,392	11.8	436	13.6
25-29	1,401	11.9	382	11.9
30-34	1,076	9.1	233	7.2
35-39	791	6.7	273	8.5
40-44	594	5.0	172	5.3
45-49	555	4.7	182	5.6
50-54	496	4.2	122	3.8
55-59	388	3.3	83	2.5
60-64	284	2.4	54	1.6
65-69	167	1.4	52	1.6
70-74	98	.8	25	.7
75 and Over	96	.8	41	1.2
0-14	3,163	26.9	781	24.4
5-19	3,185	27.1	890	27.8
65 and Over	361	3.0	118	3.6
14-64	8,172	69.7	2,299	71.8
0-14 and Over 64	3,524	30.0	899	28.1

III. Age Structure

When the age groups 0-14 and over 64 were figured as non-productive age groups and 15-64 as productive age groups, there was only a slight differential between whites and Negroes in the proportions of persons in these two groupings. Each white person age 15-64 was supporting 1.4 persons including himself and each Negro slightly less than that number.

Questions

1) Why does Rock Hill have a more favorable ratio of productive to non-productive age groups than is generally typical of the South?

2) What factors such as illness, unemployment, and underemployment reduce the actual number of productive persons in the population? Is there a higher or lower incidence of these factors among whites than among Negroes?

Your Questions:

Comments:

IV. Occupations

The distribution of workers by occupation and race showed no appreciable excess of whites over Negroes or Negroes over whites except in certain occupations. The excess of whites over Negroes was most conspicuous in textile jobs; jobs in clerical, sales, and similar work; and jobs as proprietors, managers, and officials in non-farm enterprises. The excess of Negroes over whites was most conspicuous in the domestic service jobs; and in jobs as non-farm laborers. All occupations were dominated by whites, i.e. had well over half white employees, except the domestic service and day labor occupations. These figures reflect the predominance of whites in the Rock Hill community, but they also reflect a noticeable association of Negro employment with the less skilled and less remunerative occupations.

Questions, Answers, Comments:

1. Why are Negroes clustered in the poorer paying occupations?

2. Why are so few Negroes employed in textile jobs?

3. Does South Carolina's segregation law limit the employment of separate races in factories?

4. Assuming South Carolina textile mills have to employ their workers predominantly from one race, are white workers chosen because they are more highly skilled as operatives, or is the labor supply of Negroes too small to permit local textile mills to employ largely Negro rather than white employees?

5. Is it true, as is frequently asserted, that Negro workers, on the average are more likely than whites to have poor work habits, little sense of responsibility, low degree of dependability - not as innate traits but as a consequence of their social experiences, for example? If this is true what can be done to change it? If this is not true, how can the stereotype be eliminated?

Your Questions:

Comments:

Distribution of Workers by Occupation and Race, 1940

	White		Negro	
	No.	Pct.	No.	Pct.
Total in Labor Force	5,305	100.0	1,715	100.0
Professional Workers	400	7.5	110	6.4
Semi-professional	44	.8	4	.2
Farmer	12	.2	-	-
Proprietors, Officials (non-farm)	440	8.2	11	.6
Clerical, Sales Workers	990	18.6	20	1.1
Craftsmen, Foremen, Etc.	588	11.0	95	5.5
Operatives, etc.	2,012	37.9	239	13.9
Domestic Service Workers	25	.4	623	36.3
Service Workers	231	4.3	173	10.0
Farm Laborers	5	.1	7	.4
Non-farm Laborers	170	3.2	244	14.2
Occupation Not Reported	30	.5	7	.4
On Public Emergency Work	109	2.0	91	5.3
Seeking Work	249	4.6	91	5.3

Racial Composition of Occupations, 1940

	Total	White		Negro	
		No.	Pct.	No.	Pct.
Professional Workers	510	400	78.4	110	21.5
Semi-professional	48	44	91.6	4	8.3
Farmers	12	12	100.0	-	-
Proprietors, Officials (non-farm)	451	440	97.5	11	2.4
Clerical, Sales Workers	1,010	990	98.0	20	1.9
Craftsmen, Foremen, etc.	683	588	86.0	95	13.9
Operatives, etc.	2,251	2,012	89.3	239	10.6
Domestic Service Workers	648	25	3.8	623	96.1
Service Workers	404	231	57.1	173	42.8
Farm Laborers	12	5	41.6	7	58.3
Non-farm Laborers	414	170	41.0	244	58.9
Occupation Not Reported	37	30	81.0	7	18.9
On Public Emergency Work	200	109	54.5	91	45.5
Seeking Work	340	249	73.2	91	26.7

CC: Jane Simpson

May 26, 1950

Mr. Paul D. Williams
3320 Gloucester Road
Richmond, Virginia

Dear Paul:

We had an encouraging letter today from Dorothy Jones at Winthrop College in Rock Hill. The local Chapter of the Council met May 18. The local business man who was present and the Rock Hill Executive Secretary of the American Red Cross were especially interested in pushing the Survey through. A committee was appointed to get in touch with the Board of Trade (which I assume is the equivalent of the Chamber of Commerce) and the SRC Chapter decided that, as the Board of Trade is Rock Hill at the center, if they wanted the Survey, the Survey could be made. May 23, various members of the SRC discussed the proposed Survey with the President and the Executive Director of the Rock Hill Board of Trade. Survey idea most favorably received, and every indication that Survey would go through. Latter is to be clinched by Phifer, President of SRC Chapter, at luncheon meeting with full Board of Trade June 13. Phifer considers that Board of Trade will undoubtedly agree.

Dorothy Jones indicates that she doesn't think the Survey is going to cost a lot of money. She did not say the Board of Trade would put up the money. I have written her that, while making the Survey may not be expensive, printing the findings will be, and perhaps if the NCCJ would find $500 for a Rock Hill Survey, it would be best used in getting the results published. If the NCCJ can make any contribution to the Council on it, we would use it for sending Jane Simpson over to Rock Hill several times and for such part of her salary as might be attributable to the Rock Hill Survey, and anything left, toward covering the final printing bill. The Greenville Survey, for instance, cost $800 to print, of which the Greenville Committee found $360 in purchase of 1600 copies.

I should say that a Rock Hill Survey appears probable, but would be made almost certain if the NCCJ would help.

Sincerely,

GSM:er

George S. Mitchell

May 26, 1950

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Dorothy:

What a very encouraging letter -- May 25!

We greatly hope that all plans go through and that the Board of Trade will approve and will help.

All I have to go on about the cost of making a Survey is that Mrs. Havens, who pushed through the Jacksonville, Florida, one, has repeatedly said that one of that size ought not to be undertaken unless there were on hand somewhere around $1500. On the other hand, Jane Simpson understands that the Greenville one cost very little cash money. The various agencies making up the Community Council of Social Agencies afforded time by their employees to the Survey work. I believe they also contributed the bus tokens and occasional taxi fares needed by persons who got about the city making the Survey. Mimeograph paper and stencils and some clerical time and some money for bus tokens and taxis might well be all you would need in getting the Survey made.

But then you do come up against the cost of printing it. We did 10,000 copies of the Greenville one. The whole bill was about $800. The Greenville Committee has undertaken to purchase 1600 at twenty cents apiece, and we expect, therefore, a check from them for $360. You will see that we suppressed two issues of New South and used the Greenville Survey in substitution for them, and so ourselves made up the rest of the $800 bill. But I would not like that arrangement to become habitual. At a guess, you will need around $500 for printing. Maybe that would be the best use of any contribution received from the NCCJ. If the NCCJ gave the Council itself any money, we would propose to use part of it for sending Jane over for such calls as Rock Hill might make on her services and have some left for helping the printing bill, if any.

All seems to work out according to pattern. One of our long-range objectives is to get in each Southern State a group of people attached to one

or two colleges who know how to make Surveys and can therefore expand the technique to many towns. If Rock Hill works out, then there would be people at Furman and people at Winthrop who could be called on by other towns to help with Surveys.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

CC: Jane Simpson

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

May 25, 1950

DEPARTMENT OF SOCIOLOGY

RECEIVED
MAY 26 1950
Southern Regional Council

Dr. George S. Mitchell, Director
Southern Regional Council
Atlanta, Georgia

Dear George:

At our meeting last Thursday we again considered the Survey and this time we added the possibility of the $500. from the N.C.C.J. Even before mention of that was made, there was considerable interest in the Survey expressed by a local business man who was present and by the local Executive Secretary of American Red Cross. A committee was appointed to contact the Board of Trade and the decision of the chapter was this: the Board of Trade is Rock Hill at the center; if the Board of Trade wanted the Survey, the Survey could be made - otherwise, better give up or postpone any plan for it. Day before yesterday two-thirds of the committee talked with the President and Executive Director of the Board of Trade. The Survey was received most favorably and every indication was given that the city would give its wholehearted support. Mr. Phifer has to appear before the luncheon meeting of the full board on the second Tuesday in June to get the final approval, but he told me to write you he considered it a sure thing.

Could you clear up a matter that Mr. Beck did not exactly get us straight on ? Other than mimeographing, typing, maybe some postage, what would our expenses come from ? We think the Sociology Department at Winthrop can furnish the technical services needed and that that will be our part, rather than any active participation in the actual fact-finding. What do you think ? Did you mean the cost of publishing our findings would be the major expense ?

I'll be away from Winthrop June 5 to June 12. Then, I'll be here until August 4. The Board of Trade wants to begin the Survey this summer. From our standpoint that would be advisable because Dr. Edwards and I can both help this summer and next session he might be away on leave. Let us know what you think about this, too. Mr. Phifer said they decided it would be much easier to get the thing going in the summer. He knows local conditions far better than I do. Enjoyed your call.

Sincerely,

Dorothy

Dorothy Jones

Hartsville, S.C.

RECEIVED
JUN 1 1950
Southern Regional Council

Rt. 3
Hartsville, South Carolina
May 30, 1950

My dear Jane Simpson:

At last, I am mailing you two copies of our proposed plan for the Community center with the schedule attached. (I've turned Archie and Mahitabel)

Things are perking along nicely and we have begun some compiling of our findings. It is fascinating.

Our committee is meeting next ~~Monday~~ Wed. Night, June 7 at eight o'clock. At that time I want to suggest that we have you help us especially with the editing. As I understand it we would pay your expenses of transportation and entertain you while here. Before that date, I would like to know just how soon you can come. Our Survey Chairman, Mr. P.P. Smith will leave for Summer School June 19 to be gone until late in date August and I think we would want you before he goes.

The committee should make this

an official request and will I feel sure. But we shall have to dig up some money from somewhere.

And if I am here I would like to have you stay with me.

Let me know if you have any possible date open -

Please thank Mr. Mitchell for the Greenville Survey Report which is on my desk —

Very sincerely yours,

Caroline Gillespie

Dear Mrs. Simposn,

Thank you for your letter of May 24 and pamphlet enclosed. I shall read it with interest. Caroline Gillespie asks to be remembered to you.

Faithfully,

Edward L. Small

RECEIVED
MAY 31 1950
Regional Council

May 24, 1950

The Reverend E. T. Small
St. Bartholomew's Church
Hartsville, South Carolina

Dear Mr. Small:

I think that you will be interested in this newly published report on the Greenville Self-Survey. I do not know whether or not Mr. Smith ever got to the Piedmont Regional Conference of Social Work in Greenville, where the Survey was discussed; but this report should give your Hartsville "surveyors" a graphic picture of just what a flexible and effective device the self-survey can be in getting community action and improvement.

The people in Greenville are proud of it, and so are we.

Please give my best to Caroline Gillespie when you see her. We shall be most interested in hearing how your survey works out.

Sincerely,

(Mrs.) Jane P. Simpson
Survey Assistant

Hartsville SC

Telephone Memorandum

To JPS

Date 4/28, 50 Time 9:35

WHILE YOU WERE OUT YOU WERE CALLED BY

Name Caroline ~~[illegible]~~ Gillespie

of

Phone Extension

Message Call her about 11:00 am at the Red Cross office

Ma. 2521. Ask for Disaster Service.

nh

Survey - Hartsville - Had begun about 2 weeks ago - Community interest - Speeches in Churches, etc.

St. Bartholomew's Church

(EPISCOPAL)

Hartsville, S. C.

EDWARD T. SMALL
RECTOR

RECEIVED
APR 7 1950
Southern Regional Council

April 5, 1950

Mrs. Jane P. Simpson
Southern Regional Council
Atlanta, Ga

Dear Mrs. Simpson,

Thank you for your letter of March 30, and for your interest in our work here.

When Jane Addams was twenty-five years old she became identified with the Presbyterian church in Chicago because, as she said, being in social work herself, she could not remain disinterested in the one institution which was doing the biggest social job - the Church. I thought of this after our conversation at lunch, and I thought, too, what a fine contribution you could make to the church with your wide interest in people.

I hope that you will find an interest in All Saints Church there. I am sure that you would derive much satisfaction from participating in their work. Mr. Warren is a friend of mine, and has the same social vision that you do. He has the courage of his convictions, but he needs the support of people like you and your husband.

A happy Easter to you.

Cordially,

E. T. Small

(Hartsville, SC)

March 30, 1950

The Reverend E. C. Small
Episcopal Rectory
Hartsville, South Carolina

Dear Mr. Small:

Thank you so much for all the time and help you gave me on my visit to Hartsville last week. Also, for the very fine lunch.

I was most interested in the comprehensive and realistic Hartsville Survey Project. It is a most useful undertaking and is well planned to fit the needs of the community involved.

I am writing Caroline Gillespie to ask her for copies of the survey and the plans of the ~~[illegible]~~ Rural Community Center.

Thanks again for everything.

Sincerely,

Jane P. Simpson
Survey Assistant

JPS:wgd

Hartsville, SC

Select Clearcopy Onion Skin MADE IN U.S.A.

31 March 1950

Miss Caroline Gillespie
RFD — Route 3
Hartsville, South Carolina

Dear Miss Gillespie:

In writing to you yesterday, I mentioned the annual meeting of the Piedmont Conference of the South Carolina Conference of Social Work, to be held in Greenville on April 19th. At this conference, one of the three main afternoon sessions will be devoted to the Greenville Self-Survey of the Negro Community. Mrs. C. C. Withington and Mr. J. E. Beck, the white and Negro Co-Chairmen of the Survey, and Mr. Frank Cleaver, Assistant Director of the Greenville Community Council (which sponsored the Survey), will all be on this panel.

The Council would like very much to have a representative there who could give us a report on it afterward. Since you are so familiar with the objectives of our whole survey program, and since you probably would be interested in going anyway because of your Hartsville survey, would you be willing to go as our representative and send us a report on the meeting? We would be most grateful if you could help us out.

Information about time, place, etc., can be obtained from Mr. Harold J. Weekley, Executive Director, Greenville Community Council (P. O. Box 1085, Greenville, S. C.). I am sorry that I do not have those details to give you now.

Many thanks for any help you can give us on this.

Dr. Mitchell sends you his best.

Sincerely,

Jane P. Simpson
Survey Assistant

March 30, 1950

Miss Caroline Gillespie
RFD -- Route #3
Hartsville, South Carolina

Dear Miss Gillespie:

I was so sorry to have missed you when I was in Hartsville last week. Even though you were out of town, I cam on anyway.

Mr. Small, the Chairman of your Survey Committee, was most helpful and gave me a great deal of information about it. I think you have done a wonderful job of planning a survey which will fit the particular needs of the community and the project you have in mind.

If they are available, I would like very much to have copies of both the actual survey schedule being used and the comprehensive plan you have worked out for the community center.

On April 19, in Greenville, the Piedmont Regional Conference of Social Work will be held. One of the three main sessions that afternoon will be devoted to the self-survey of the Negro Community in Greenville. Both the white and Negro co-chairmen and the Assistant Director of the Greenville Community Council (which sponsored the survey) will lead this panel. Perhaps you and Mr. Smith would be interested in attending. If you will write Mr. Harold J. Weekley, Executive Director of the Greenville Community Council (P. O. Box 1085, Greenville, S. C.), he can give you full information about this meeting.

Good luck on your survey! I hope I won't miss you the next time I get to Hartsville.

Sincerely,

Jane P. Simpson
Survey Assistant

JPS:wgd

Hartsville (Mar. 22)

Rev. E.C. Small, Chairman of Bi-Racial Cttee —

Get prospectus of project from C. Gillespie —

Centered around Rosenwald Consolidated H.S. (rural) - one of 4 Negro high schools in Darlington County —

Survey being done by Mr. P.P. Smith (wants to use for Ph.d.) Principal of Rosenwald school, (young, bright & good) with aid of his teachers & pupils — better info. if done by Negroes (once considered Coker social, students - Soc. Prof. Dr. Elizabeth Davidson, much interested)

Committee

2 Negro farmers (landowners)
Smith
Gillespie (over)

Rev. Swale (2)

Mr. Martin (white of Hartsville — man who did State Educ. study last year — much int. in this project)

Jeanes teacher (Negro woman)

2 other Negro women — teachers

Principal of one of the white County High Schools — has been most helpful & int. — has done clerical work for survey —

(A few others) —

James L. Coker has expressed interest & possibility of support in the future

Results — comprehensive facts re Negroes in area (about ½ the N. pop. of county — NE section) —

hope project, once started, will draw interest & partic. from whole county.

Comprehensive, factual report — will be used as basis for planning & for obtaining financial aid & community support —

Told Small about S'ville Soc. Work Conf. & survey session — he said Gillespie & Smith would probably want to go.

17 March 1950

Rev. E. C. ~~Smathers~~ Small
Episcopal Rectory
Hartsville, South Carolina

Dear Mr. Smathers:

Caroline Gillespie has told us of your activities in behalf of the recreation project and survey in Hartsville, and has suggested that I stop and talk with you about it when my travels brought me into South Carolina.

I am planning a trip to various points in South Carolina next week, and would like very much to come to Hartsville and see you, and also Miss Gillespie, if she is in town.

I shall probably be in Hartsville Wednesday or Thursday and would like very much to see you then. In any case, I shall try to call you before I come.

Sincerely yours,

(Mrs.) Jane P. Simpson
Research Assistant

17 March 1950

Miss Carolina Gillespie
RFD - Route 3
Hartsville, South Carolina

Dear Miss Gillespie:

Dr. Mitchell says that he told you over the phone the other week that I was planning a South Carolina trip. It now appears that I will be going through Hartsville next week, probably arriving Wednesday afternoon, March 22nd.

I hope very much that you will have returned from Memphis by that time. In any case, I shall try to call you and see if you are available. And I shall certainly try to get in touch with Mr. ~~Smathers~~, as you suggested. What I hear of the recreation project and survey sounds very promising.

Hope to see you then.

Small

Sincerely,

Jane P. Simpson
Survey Assistant

17 March 1950

Rev. E. C. Smathers
Episcopal Rectory
Hartsville, South Carolina

Dear Mr. Smathers:

Caroline Gillespie has told us of your activities in behalf of the recreation project and survey in Hartsville, and has suggested that I stop and talk with you about it when my travels brought me into South Carolina.

I am planning a trip to various points in South Carolina next week, and would like very much to come to Hartsville and see you, and also Miss Gillespie, if she is in town.

I shall probably be in Hartsville Wednesday or Thursday and would like very much to see you then. In any case, I shall try to call you before I come.

Sincerely yours,

(Mrs.) Jane P. Simpson
Research Assistant

3/13/50 (Hartsville, S.C.)

MEMO TO JANE SIMPSON

Caroline Gillespie called me on a stop over at the airport the other day. I told her that you were going to the Hartsville area sometime soon. She said the Chairman of their recreation effort is the Reverend Mr. E. T. ~~Smithers~~ Small, a local Episcopal pastor. The sub-chairman, in charge of the proposal for a survey, is Mr. P. C. Smith, who is principal of a nearby and I believe Negro school. She thought you would want to stop and see the clergyman.

GSM

She may or may not be in Hartsville next week - they have used our stuff for recreation survey as preparation for her project.

Dear Dr. Mitchell:

You will probably find correspondence in file on this. I talked with Drs. Trigg and Johnson about it in February of this year. This letter brings you up-to-date!

I am looking forward to meeting you and working with you through Southern Regional Council. Let me know if there is anything I can do at any time.

Sincerely yours,

Caroline Lee Gillespie

RECEIVED
JUL 30 1947
Southern Regional Council

12-80-misc-
Gillespie, Caroline Lee

Jacksonville, Florida
July 29, 1947

RECEIVED
JUL 30 1947
Southern Regional Council

Mrs. Alice Norwood Spearman
Algene Acres
Newberry, South Carolina

Dear Mrs. Spearman:

Following my telephone conversation with you in June, there has been a delay in plans for the community center.

As I told you over the telephone, Mr. James Coker stated that he was going to give his full support to our project, that he saw no reason for further delays in undertaking the work and asked that I get a committee together on which he would serve in order that they might take action. The Reverend Ellison Smythe agreed to call the committee together. Mr. John Martin agreed to serve with Mr. Coker. The Negro members of the committee were Dr. Allen, Professor H. C. Brewer, Mr. Boyd Hall, landowner near Alburn, and Mrs. Alice Campbell, registered nurse. The committee was to convene after July 7 at which time it was anticipated all members would be present.

On July 11, I received a letter from Mr. Smythe stating that a committee on recreation in the Rotary Club has been working very quietly on the problem of Negro recreation in Hartsville and that this committee had approached Mr. Coker three days after I was in Hartsville stating that there was a site available on Prestwood Lake which would be desirable for a Negro recreation park. This site is owned by the Sunoco Products. The committee had talked with members of the town council and had reason to anticipate favorable action in the event that this land could be secured. You will remember that approximately three years ago Mr. Coker told some of the neighbors that if they would raise two thousand dollars, he would see what could be done about an additional thirteen thousand, making a total of fifteen thousand dollars to be used for the purpose of a park. The Negroes immediately raised the two thousand and deposited it in a bank. At that time Mr. Coker wrote a letter to the town council stating that he would be willing to attempt to raise additional funds for a park provided the town council would agree to maintain the park. The proposed site was on Eighth Street near the section of Hartsville called "colored town." The town council turned this proposition down stating that the proper drainage would be too expensive and that the town would not take the responsibility of maintenance. This year a new town council came into existence and the proposition was again laid before it. It was my understanding that a committee was appointed in March to look into the situation and during the first week of June the council again stated that they could not assume responsibility for maintenance. After this, Mr. Coker talked with me and it was at this time that he went so far as to say that he would not only support the project which I had in mind but also he saw greater possibilities in it than in anything which had been proposed. However, when another site was found on Prestwood Lake, the entire situation changed. The town council met on July 8 and agreed to provide maintenance for the park and a caretaker, provided sufficient buildings were given for necessary park facilities including bath houses. A committee of twelve Negroes was called together who looked over the site and seemed very pleased. Therefore, in view of foregoing commitments, it was necessary for Mr. Coker to keep his promise.

It so happened that I was at home over the week-end of July 12 and I was able to see Mr. Coker that afternoon. Naturally, he was very much embarrassed. However, this was greatly lessened when I told him I did not see how he could have acted otherwise. In

this conference it was pointed out that it would probably be impossible to have a park and a community center within the same year. This would probably mean that with divided interest, both projects would fail. Mr. Coker stated, however, that after January 1, 1948, it would be an entirely different matter and that he saw no reason why during next year it would not be possible to raise funds for a rural project. He stated that he felt the park in Hartsville was meeting an urban need and was fully cognisant it was not meeting the rural need. He also assured me that he was no less interested in the rural situation and that he was concerned only with the timing of the appeal for local support. He believes that if the park can be opened as planned next Spring and have an opportunity to somewhat prove itself, that it will pave the way for a community center. We talked over the fact that if the study was done and handled right with a good committee on it that there would probably be six to eight months of preliminary work entailed before we would begin with the building of the community center. We both feel that the study should not be done too far in advance of anticipated action. If we use the college students next Spring, it will mean that the preliminary work will begin in February or March which would throw the appeal for funds for building near the close of the Summer. Mr. Coker stated that he felt there was no reason why preliminary funds could not be obtained because there was sufficient individual interest to make this possible.

My feeling in the matter is as I have indicated. I think that it is very wise to carry through something which has been promised and I think it would be very questionable to give support to the center rather than the park for a great deal of feeling would have been created among the very people who we want to give support to the rural project. I rejoice also that the Negroes are to have a park on the same area where we find Lawton Park and the Country Club. It will be approximately one-half mile from Lawton Park where swimming and outdoor activities are equally good. Because of family responsibilities, I was unable to talk to any of the Negro people. However, I am writing them.

On Monday, July 14th, I talked with Mrs. David Coker for the first time. Mrs. Coker is at the moment very anxious to carry out the recommendations on the Peabody Study on the school. (As you know, there is quite a difference in interviewing Mrs. Coker to interviewing Mr. James Coker. Mr. James Coker listens and then asks questions, while with her one has to get ones points in "edge-wise".) She states that the school situation should be given primary consideration. However, she recognizes that this must come from tax support. She felt there would be great value in combining such a project as I have in mind with a rural school. She seems to think that there is a possibility of there being a consolidated school somewhere within the triangle which I had proposed as a community center. She also felt that while such a project would work in conjunction with the school that it should nowise be controlled by the school nor lose its identity as a privately operated community center. She said, "James has told me about your project and I am tremendously interested. I have only one concern and that is that we do it in the right way." She further indicated that she was helping with the park this year but that in the future she was ready to give her support to the center.

The idea of having a community center in conjunction with the school has its advantages. However, I do not believe that there is any movement on foot to have a consolidated school in the Leavenworth District, which is the district in which our property is located. If this proposal is considered it will probably mean that our land will

not be used for the center. Of course, my reason for offering land was in order to facilitate a center. I am willing, of course, to do the best thing when I know at least what seems best in view of all considerations. Whether it will be possible to buy land around the Centerville School in the event this is the chosen location for a consolidated school is questionable, though it may not be impossible, but my family cannot give such land.

I suppose that the next question is what am I going to do? Mrs. Coker felt that it would be very wise for me to locate in Darlington County. I thought immediately of working as a supervisor in the Darlington Schools in the event that this position opens. However, upon second thought I do not believe that it would be wise for me to become identified with such a program for many reasons. Perhaps the most important is that there will be much opposition to the consolidating of schools in the County and I believe that I could contribute more if I were not carrying that particular responsibility. Secondly, I feel that a person going into that position should be able to give a number of years to the work and I do not wish to become so tied up. Thirdly, I think that a person who is well trained in education should undertake this job and I doubt that my qualifications meet what the requirements should be.

I have considered writing to the Department of Public Welfare inquiring about possible openings. To this end I am working on the application blank with a statement of qualifications. However, I believe that it will only be the fair thing for me not to obligate myself beyond a year. I very much doubt that there will be many openings in which I would be very happy because of the limitations of the plan. However, the advantages gained in being near home might offset this. The Department would have a perfect right to feel that they would not desire to take a person on who is not interested in a long time affiliation with the agency. The other possibility of which I think is, of course, the Veterans Administration. I have written to know of possible openings. I am wondering what your feeling and thinking in the matter is. It would seem from my conversation with Mr. Coker that the work may open in Darlington County in the early Spring. However, there can be further delays and I am impatient!

It seems to me that we now have the opportunity of very carefully setting up a study committee. The weakness in the one which was tentatively "appointed" is in that there is no leadership among the white rurally minded people. Frankly, I do not know who there is who can take this leadership. This does not mean that there is no one in the rural area who has such vision; rather that I do not know who they are. It is very difficult for me to work from such a distance and in such short contacts as is necessary due to my job responsibilities here. I cannot anticipate further leave any time soon, though, of course, I am available every other week-end if I can stand the cost of commuting.

Summing up, I would like your suggestions regarding the possibility of my locating in South Carolina. Do you have any suggestions on people in rural areas who might be helpful in furthering the project in the rural section? Do you think you can talk with Mrs. Coker in future contacts and help her in evaulating "the best approach to the community Center?" Along this line, I believe she needs further interpretation of how a center can coordinate the forces at work for the welfare of the people. She probably also needs some interpretation of the weaknesses of the Peabody Study. For the moment she seems to feel that it is "marvelous,"— you may not feel this last is in your realm!

Can the Council give help in following some of the details during the next six months

in the event that it is not possible for me to come to South Carolina? I am sending a copy of this letter to the Southern Regional Council and to Mr. Dabbs.

With my best regards always.

Sincerely yours,

Caroline Lee Gillespie

CLG:wl

June 1, 1950

Rev. Kenneth G. Phifer
Oakland Avenue Presbyterian Church
Rock Hill, South Carolina

Dear Mr. Phifer:

Miss Rogers sent off yesterday the leaflets which you requested. I thought perhaps some extra copies of the Greenville results will be useful to you. Here are five.

We are delighted that you are moving ahead toward a Rock Hill survey.

Sincerely,

George S. Mitchell
Executive Director

GSM:er
Encls.

May 31, 1950

Mr. Kenneth G. Phifer
Oakland Avenue Presbyterian Church
Rock Hill, South Carolina

Dear Mr. Phifer:

Thank you for your letter of May 30.

Under separate cover I am forwarding the copies of the pamphlet on Home Town Self-Surveys which you requested.

Sincerely,

Elizabeth Rogers
Secretary to Dr. Mitchell

ER/s

Oakland Avenue Presbyterian Church

Rock Hill, South Carolina

KENNETH G. PHIFER
MINISTER

May 30, 1950

Dr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Dr. Mitchell:

As you have already been informed by Dorothy Jones, we are attempting to inaugurate a survey in Rock Hill this summer. The leaders of the Rock Hill Board of Trade have expressed interest in this survey; but before anything can be launched, it will have to be presented to the entire Board at its meeting on June 13.

done 5/31/50 -BC

I would appreciate it if your office would send me about fifty copies of the little pamphlet entitled, "The Home Town Self-Survey", in order that I may distribute them among the members of the Board of Trade.

I will let you know regarding our progress as things develop.

Sincerely,

Kenneth G. Phifer

Kenneth G. Phifer

KGP/sb

RECEIVED
MAY 31 1950
Southern Regional Council

MEMORANDUM June 1, 1950

To: GSM

Re: HARTSVILLE, S. C., SURVEY

I talked with Caroline Gillespie by telephone today. Their fact-finding is completed -- at least for the time being. She wants to confer with me about what other fact-finding will be necessary and about the form the final report will take.

They hope to have a preliminary report, based on material gathered so far, ready for their Survey Committee meeting on Wednesday, June 7th. She will mail me a copy of this preliminary report so that I will get it before I leave.

We left it that, unless I heard otherwise from her, Harold and I would stop in Hartsville on our way back around the 25th-26th of June. If she is not there, we can confer with Rev. Small and Mrs. Jordan (Jeanes supervisor who will be in charge of the Survey this summer.

jps

#16

NAME _____ MAILING ADDRESS _____

School Grade Completed	Interested in Night School?	Suffering from any disease at present?	If so, what disease?	Being Treated By Doctor?	Been Attended By Midwife?	Attended Health Clinic last year?	Do you Farm?	Member of Farm Club?	Member of any other Organization (state name of Organ)	Income per Week	Income per Year	Age	MEMBERS OF FAMILY
													Father
													Mother
													Children (name each one)
													Others (State Relationship)

ARE YOU A LANDOWNER?____ RENTER?____ SHARECROPPER?___

DAYLABOR?____

NAME OF LANDLORD_____

DO YOU OWN AN AUTOMOBILE?____ IF SO, GIVE YEAR

AND MAKE_____ DO YOU PLANT A GARDEN FOR

HOME USE?____ DO YOU CAN FRUITS OR VEGETABLES FOR

HOME USE?_____ HOW MANY QUARTS OF FRUIT DID YOU CAN

LAST YEAR?____ HOW MANY QUARTS OF VEGETABLES_____

HOW MANY OF EACH OF THE FOLLOWING DO YOU OWN? COWS___

HOGS___ MULES___ HORSES____ TRACTORS_____

WHAT SCHOOL DISTRICT DO YOU LIVE IN?_____

WHAT CHURCH DO YOU ATTEND?_____

PLEASE INDICATE WITH A CHECK THE TYPES OF RECREATION
YOUR FAMILY MEMBERS WOULD ENJOY: Baseball_____

Basketball___ Football___ Hunting___ Fishing___
Swimming___ Boy Scouts___ Girl Scouts___ Woodwork___
Sewing___ Cooking___ Singing___ Plays___ Reading___
Farm Mechanics___ Farm Forestry Practices___
How to Grow Cotton___ How to Grow Tobacco___
Planting and Growing Flowers for Home Use___
Rug Weaving___ Housekeeping for the Housewife___

Do you do any other kind of work?	Name of Employer	Receive Old Age Assistance?	Receive Assistance for the Blind?	Receive Assistance for Dependent Children?	Receive General Assistance?	Veteran of World War I?	Veteran of World War II?

School Grade Completed or Currently Attended By Age Groups Showing Number of Individuals[1]

Age	0	1	2	3	4	5	6	7	8	9	10	11	12	College	Higher Education	Interested in Night School	Total Individuals
Under 2	210																210
3-5 yrs.	204																204
6-7	49	82	28	6	1												166
8-10	17	34	58	72	49	16	5	2									253
11-13	3	9	9	35	38	50	42	33	15	1						1	235
14-17	8	0	5	9	22	30	42	43	51	30	25	20	11	1		27	297
18-20	7	0	4	1	11	10	15	29	22	13	15	12	17	2		55	158
21-29	10	6	10	24	43	31	56	29	26	21	14	18	7	9		176	304
30-39	20	10	21	41	40	38	39	31	19	21	18	2	3	1		210	304
40-49	21	3	20	27	37	28	27	16	12	10	2	2	3	1		132	209
50-59	7	3	9	22	22	15	18	11	8	6	0	1	1	2	1	79	126
60+Over	15	8	12	13	19	19	16	6	4	3	0	0	0	1		71	116
	157													17	1	751	2582

[1] Based Upon Family Reports from School Districts of Darlington County as follows:

(Society Hill) District	13	105
Antioch	18	150
Leavenworth	16	104
Swift Creek	8	64
Dovesville	30	10
Mont Claire	14	6
		439 families

5.88 Average number in each family.

Employment[1]

Landowners —	91
Renters	32
Sharecroppers	184
Farm Day Laborers	49
Other Employment - Semi-Skilled	20
" " Laborers (Non-Farm) -	32
Professional (Clerk or Teachers, Ministers)	12
Domestics	11
Unemployed (4 receiving OAAR - 3 receiving G.I. Benefit)	7
Employment Not Stated	1
Self-Owned Business	2

[1] Based Upon Reports by families in School Districts shown Opposite —
353 families

Showing Ownership of Personal Property by Amount Owned and Number of Families[1]

Type Property	Number	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	20	No. not given	Total Owning	Total Families
Automobiles		169	182	2																			184	353
Cows		248	63	26	5	4																7	105	353
Horses	(Neither)	209	10	2																			12	353
Mules			54	40	18	8	1	1														12	134	353
Tractors		338	15																				15	353
Hogs		69	67	68	36	23	21	11	10	8	4	9	3	3	2	1	2	1	2	0	1	12	284	353
Gardens		15	338																				338	353

[1] Based Upon Reports by families in School Districts of Darlington County as follows:

Dist. 13 — 105
16 - 104
18 - 144
353 families.

53% coverage

Sent + Billed, June 6, '50 JPS

June 2/50

Dear Sirs:

Will appreciate two copies of "Greenville Survey" magazine.

Thanking you, I remain

Very truly,

A. R. Suritz
101 E Main St
Rock Hill. S. C.

RECEIVED
JUN 5 1950
Southern Regional Council

June 7, 1950

Mr. G. Howland Shaw
2723 N Street, N.W.
Washington, D. C.

Dear Mr. Shaw:

You will recall that in Mr. Paul Williams' letter to you of some two weeks ago regarding the Greenville Survey, he undertook that a copy of the printed report would be sent to you as soon as available.

I take great pleasure in sending you three copies.

Sincerely,

George S. Mitchell
Executive Director

GSM:er
Encls.

Written & visit on 26th confirmed June 9, 1950 JPS

Rt. 3
Hartsville, South Carolina
June 8, 1950

Southern Regional Council
63 Auburn Ave, N.E.
Atlanta, Georgia

Attention of: Mrs. Jane Simpson

Dear Jane:

I am enclosing a copy of three charts which represent our compilation of material thus far. We have some more which has not been tabulated charted on Health, Club Membership, and Churches attended -

Three things were accomplished last night — First - Based upon the 1940 census we have reports from three districts covering approximately 65 - 75% of the population. District 8 is only about one-half covered, the other two very poorly. In all, approximately 53% coverage. The group is going to concentrate on the latter three within the next 10 days.

Secondly, Mr. C. S. Thompson, Vocational Instructor at Rosenwald has been appointed as Vice or Acting Chairman of the Survey Committee for the summer when Mr. P.P. Smith is away at Summer School. I am to work with him if here. Also Mr. John Martin in Personnel at the Sonoco will help as needed.

The members of the committee were most enthusiastic about the possibility of having help from the Council - And, bless them, said send the bill to us! I was instructed to write you officially and accordingly.

We should have much more material by June 26 — and I believe the impetus of your coming in July will see the survey completed by then.

Finally — when you come to Hartville on or about June 26 telephone me at 673-J-1. In the event that I am called away before then, get in touch with Mr. John Martin at the Sonoco Products Company — Telephone # 7.

I am glad that you are getting married and wish you every happiness. Let me know whom I shall address in the future!

My regards to all of you in SRC.

Very sincerely yours,

Caroline Gillespie

In editing material we will need to get more data on Darlington County and County South Carolina in order to make comparisons, I believe.

We shall need to run some statistics on these and other charts — and simplify all findings so that they can be readily appreciated by our own committee as well as people we make contact with.

MEMORANDUM June 1, 1950

To: GSM

Re: HARTSVILLE, S. C., SURVEY

I talked with Caroline Gillespie by telephone today. Their fact-finding is completed — at least for the time being. She wants to confer with me about what other fact-finding will be necessary and about the form the final report will take.

They hope to have a preliminary report, based on material gathered so far, ready for their Survey Committee meeting on Wednesday, June 7th. She will mail me a copy of this preliminary report so that I will get it before I leave.

We left it that, unless I heard otherwise from her, Harold and I would stop in Hartsville on our way back around the 25th-26th of June. If she is not there, we can confer with Rev. Small and Mrs. Jordan (Jeanes supervisor who will be in charge of the Survey this summer.

substitute for Smith

jps

Mrs. Elsie Larson Wilson,
Executive Secretary

COPY

COUNCIL OF SOCIAL AGENCIES
715 Travis Street - Post Office Box 141 - Shreveport, Louisiana

June 14, 1950

Miss Jane P. Simpson
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N.E.
Atlanta, Georgia

Dear Miss Simpson:

We are now in the process of beginning a self-survey of the Negro community and before we began our study we procured your material on Jacksonville and several copies of your manual which have been of great assistance to us. We have a sponsoring committee of white and Negro citizens numbering about 150 persons. From this group there is an executive committee which is directly responsible for the program. At present there are ten working committees concerned with the different phases of the study. All committees are comprised of white and Negro citizens.

Perhaps the only unique aspect of our study is that we are so determined that it be entirely factual and that we are doing a house-to-house field survey designed to reach every Negro family in Shreveport. On this section of the study we have had the assistance of some excellent sociologists and we hope to have the field work done by trained volunteers under the direction of Dr. George Snowden of the Louisiana Division of Employment Security.

As we make progress with the study we shall most certainly send you reports and results. We are most appreciative of your interest and cooperation.

Sincerely yours,

Elsie Larson Wilson
Executive Secretary

ELW:GPB

COPY

(Shreveport, La.)

May 26, 1950

Mrs. Elsie Larson Wilson, Executive Secretary
Council of Social Agencies
715 Travis Street
Shreveport, Louisiana

Dear Mrs. Wilson:

We think that you will be most interested in this short report of the self-survey of the Negro community recently carried out in Greenville, South Carolina. As you will see, the survey there has yielded rich results from the beginning and has set an effective pattern for continued community action and improvement.

Several months ago we were very interested to hear that Shreveport, with the cooperation of the Council of Social Agencies, had begun a self-survey of its Negro community. We would like very much to know more about your Shreveport survey and its results, and we would appreciate your sending us whatever information is available.

Thank you very much.

Sincerely,

Jane P. Simpson
Survey Assistant

Self-Surveys - Rock Hill

June 16, 1950

Mrs. Harold C. Fleming
Belmont-Plaza Hotel
New York, New York

Dear Jane:

My congratulations, etc!

I called the Reverend Mr. Kenneth G. Phifer today. For record purposes, his home phone is 5465 and his church phone is 3728.

He met with the Board of Trade duly on June 13. They appointed a subcommittee to "push the matter further." Phifer told me, as I assume he told them, that "our" group in Rock Hill is too small to do the job itself and that he, Phifer, had at the meeting pretty much put it in the lap of the Board of Trade. He explained to them that it would have to be bi-racial to be any good.

He, Phifer, was confident that it would go through. He will meet with the subcommittee early next week.

I told him we wanted to know because we had a honeymooner who would have an opportunity to confer with the NCCJ about getting some money. He said Fine, and he wanted you to come over there and give them some help.

So I think the chances are excellent that it will go through and still better if some money is put up by the NCCJ for it.

Sincerely,

George S. Mitchell

GSM:er

AIRMAIL - SPECIAL DELIVERY

DOMESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

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WESTERN UNION

W. P. MARSHALL, PRESIDENT

1207

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

To Mrs. Paul P. Williams 19 June 1958

Street and No. Lewisetta, Virginia

Care of or Apt. No. _____ Place _____

slight 500 assured ~~[illegible]~~ pending ~~[illegible]~~ formalities. very pleasant mtg. letter follows -

Sender's name and address (For reference)

Sender's telephone number

PUT IT HERE
WESTERN UNION
● FOR ACTION
● FOR SAVINGS
● FOR PERMANENT RECORD
6036

WESTERN UNION

JOSEPH L. EGAN
PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

d day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

1950 JUN 19 PM 2 31

AA08

A LLB323 PD=NRH NEWYORK NY 19 135P=

TU ATLANTA

:GEORGE S MITCHELL, SOUTHERN REGIONAL COUNCIL:

:63 AUBURN AVE NORTHEAST TU ATLA:

:500 ASSURED PENDING SLIGHT FORMALITIES. VERY PLEASANT MEETING

LETTER FOLLOWS=

:THE HEMINGS=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Exec Cttee, Commission on Community Orgs., NCCJ
Howland Shaw, Chairman
Mrs. E. O'S. Duffy, Dir.

---

10 AM, Gramercy Park Hotel

Mrs. Mildred Mahoney, Mass TSPC
John Dancey, Detroit Urban League - Dir.

$500 for RH Survey - to SRC
Dir. assistance to RH Cttee + services from Council Staff -

NCCJ - 381 4th Ave

"Those promoting the Survey in Rock Hill would expect

to give public credit to
the UCCJ for its
assistance."

Rock Hill material
for NCCJ Meeting,
June 19 - N4C
Gramercy Park Hotel
(10:00 AM?)

Exec. Ctee meeting -
5 members + staff

Mrs. Ellen O'Gorman Duffy
NCCJ Office.

PAUL D. WILLIAMS, RICHMOND
PRESIDENT
JOHN H. WHEELER, DURHAM
FIRST VICE-PRESIDENT
GUY B. JOHNSON, CHAPEL HILL
SECOND VICE-PRESIDENT
CARTER WESLEY, HOUSTON
THIRD VICE-PRESIDENT
HAROLD L. TRIGG, RALEIGH
FOURTH VICE-PRESIDENT
CHARLES S. JOHNSON, NASHVILLE
CHAIRMAN, EXECUTIVE COMMITTEE
GEORGE S. MITCHELL
EXECUTIVE DIRECTOR
MRS. AGNES McKOY
SECRETARY-TREASURER
HAROLD C. FLEMING
DIRECTOR OF INFORMATION

Southern Regional Council, Inc.
ROOM 432, 63 AUBURN AVENUE, N. E. ATLANTA 3, GEORGIA
OFFICE OF THE PRESIDENT
3320 GLOUCESTER ROAD RICHMOND 22, VIRGINIA

A Council to attain, through research and action, the ideals and practices of equal opportunity for all peoples in the South.

Lewisetta, Va.
June 16, 1950

Dear Hal,

Enclosed is correspondence I have had with NCCJ which you and Jane will want to read before your meeting next Monday. My letter of May 8th to Mr. Shaw contains certain points which have been clarified in my recent letter to Mrs. Duffy, a copy of which I sent Jane. I was wrong on the idea of sponsorship but I have tried to clear this up. It should be obvious to Mrs. Duffy's group that the local committee is the sponsorship committee. Also if the local group wants a survey of its Negro community and conceives this to be the most urgent need, the Council should go along with this.

My recommendation is for NCCJ to contribute $500 to the SRC to see the Rock Hill survey through. This will allow the SRC to give direct assistance to Rock Hill including services from our Council staff

and the publishing of the report. We can see to it that NCCJ receives proper publicity locally in Rock Hill and regionally through the report of the Rock Hill survey. We can make a block on the inside cover stating that the SRC acknowledges financial assistance from NCCJ which made possible the published report and for assistance in the Rock Hill survey.

You or Jane may want to quote from Hoffding Carter's article, enclosed, in which he shows the importance of the Greenville survey. Please return the pages I am enclosing (Constitution) and the correspondence.

Please give me a report of your meeting with the group next Monday. You will find that I have good friends among the group so you can use my name for whatever good it will do.

Please accept the enclosed check as a wedding gift. Go out and have a good dinner and buy a bottle of wine with my compliments.

I will be on vacation until after July 4. Write me by addressing your letter to Lewisetta, Va. That's sufficient.

Happiness to you and Jane!

Sincerely,

Paul

P.S. The meeting next Monday is scheduled for Gramacy Parks Hotel 10 a.m. Please check with Mrs Duffy at NCCJ if she doesn't contact you. P.

PAUL D. WILLIAMS, RICHMOND
PRESIDENT
JOHN H. WHEELER, DURHAM
FIRST VICE-PRESIDENT
GUY B. JOHNSON, CHAPEL HILL
SECOND VICE-PRESIDENT
CARTER WESLEY, HOUSTON
THIRD VICE-PRESIDENT
HAROLD L. TRIGG, RALEIGH
FOURTH VICE-PRESIDENT
CHARLES S. JOHNSON, NASHVILLE
CHAIRMAN, EXECUTIVE COMMITTEE
GEORGE S. MITCHELL
EXECUTIVE DIRECTOR
MRS. NORMA HUFF
SECRETARY-TREASURER
HAROLD C. FLEMING
DIRECTOR OF INFORMATION

Southern Regional Council, Inc.
ROOM 432, 63 AUBURN AVENUE, N. E. ATLANTA 3, GEORGIA

A Council to attain, through research and action, the ideals and practices of equal opportunity for all peoples in the South.

June 16, 1950

Mrs. Harold C. Fleming
Belmont-Plaza Hotel
New York, New York

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Sincerely,

George S. Mitchell

GSM:er

AIRMAIL - SPECIAL DELIVERY

THE NATIONAL CONFERENCE OF CHRISTIANS & JEWS, INC.

FOUNDED 1928

"—to promote justice, amity, understanding and co-operation among Protestants, Catholics and Jews, and to analyze, moderate and finally eliminate intergroup prejudices which disfigure and distort religious, business, social and political relations, with a view to the establishment of a social order in which the religious ideals of brotherhood and justice shall become the standards of human relationships." (NCCJ By-laws)

COMMISSION ON COMMUNITY ORGANIZATIONS

381 FOURTH AVENUE, NEW YORK 16, N. Y.

G. HOWLAND SHAW
Chairman

JAMES B. CAREY
Sec.-Treas., CIO

MRS. JOHN CARNEY
Dir., Community Rel's., Girl Scouts, U.S.A.

EILEEN COLLIGAN
Attorney

CLIFFORD D. COOPER
Pres., U.S. Jr. Ch. of Com.

MRS. ROBERT W. CORNELISON
Pres., N. J. S. Fed'n Women's Clubs

JOHN C. DANCY
Dir., Detroit Urban League

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Asst. Supt. of Schools, Board of Ed., N. Y.

GILBERT A. HARRISON
Nat. Ch., AVC

CHARLES E. HENDRY
School of Social Work, Univ. of Toronto

JUDGE CAMILLE M. KELLEY
Juvenile Ct., Memphis

MILTON R. KONVITZ
N. Y. S. School Ind'l Labor Rel's, Cornell U.

MRS. NEWTON P. LEONARD
1st V-P, Nat. Cong. P. & T.

MILDRED H. MAHONEY
Ch., Mass. FEPC

HENRY S. MILLER, JR.
Realtor

COL. A. C. OLIVER, JR., Ret'd.
VFW

HELEN DWIGHT REID
Chief, European Ed. Rel's, U.S. Office of Ed.

HAROLD RIEGELMAN
Ch., N.Y.C. Chapter, AJC

HAROLD RUSSELL
Nat. Com., AMVETS

MRS. CHARLES W. SEWELL
Dir. Ass. Women Am. Farm Bureau Fed'n

ROY SORENSON
Ch. Com. Community Orgs., NCCJ, San Fran.

CARL C. TAYLOR
Chief, Div. Farm Pop. & Rural Life, U.S. Dept. Agric.

MRS. JOSEPH M. WELT
Nat. Council Jewish Women

PAUL D. WILLIAMS
Pres., Sou'n Reg'l. Council

MATTHEW WOLL
Pres., Labor Lg. for Human Rights, A. F. of L.

ELLEN O'GORMAN DUFFY
Director

BROTHERHOOD WEEK FEBRUARY 19-26, 1950
Honorary Chairman
THE PRESIDENT OF THE UNITED STATES
General Chairman
JOHN L. SULLIVAN
Community Organizations Chairman
GENE TUNNEY

June 16, 1950

Mrs. Harold Fleming
Belmont-Plaza Hotel
49th St. & Lexington Ave.
New York, N.Y.

My dear Mrs. Fleming:

I have just received a letter from Mr. Williams in which he says that you and your husband are in New York and will be able to attend the meeting of the Commission on Community Organizations at which time the request of the Southern Regional Council for aid in making the survey in Rock Hill will be considered.

The meeting will be held at the Gramercy Park Hotel, 52 Gramercy Park North, and we will reach this matter on our agenda at 2:00 p.m. and would very much appreciate both of you being there in order to give us all information that would be necessary in our arriving at a decision. Your telephone did not answer, as I thought that would be the quickest way to reach you. This letter should get to you tomorrow. If you cannot be present at the Gramercy Park at 2 o'clock, I should appreciate your telephone my office - MUrray Hill 9 4720, and leaving a message for me, which will be relayed to me at the Gramercy Park.

Sincerely yours,

Ellen O'Gorman Duffy

Mrs. Ellen O'Gorman Duffy

UNION UOPWA CIO LABEL

C
O
P
Y

June 15, 1950

Mrs. Ellen Duffy
National Conference of Christians & Jews, Inc.,
381 4th Ave.,
New York, New York

Dear Mrs. Duffy:

It was good chatting with you while I was in New York recently.

This letter will supplement the one dated May 9, 1950 and addressed to Mr. Shaw, a copy of which you have. It will also bring up to date certain aspects of the proposed self-survey at Rock Hill, South Carolina in which we would like to have the assistance of the Commission on Community Organizations of N.C.C.J.

The Southern Regional Council's success with the Home Town Self-Survey method is based upon complete local responsibility. This is a somewhat different idea from sponsorship of the survey by any general organization. The local committee of carefully chosen representatives, comprising Protestants, Catholics and Jews and members of both races, who guide and actually do the survey is in each instance the sponsoring and directing agency. The Southern Regional Council's service is limited to technical advice. Thus, if the local Committee decides to confine its survey to the Negro community (as now seems likely in the case of Rock Hill) or to particular aspects such as housing or schools (which seems unlikely in the case of Rock Hill) the Council would not wish to try to change a considered local decision. However, if the N.C.C.J. will assist with funds both the Rock Hill Committee and the Southern Regional Council will see that proper recognition is made both in local publicity and in the published report.

I would like to see the N.C.C.J. contribute $500.00 to the Southern Regional Council which would guarantee the Rock Hill self-survey. The Rock Hill survey could then be considered a pilot project of the Commission on Community Organizations and a representative of the Southern Regional Council could give a report at the annual meeting of the Commission.

You and Mr. Shaw graciously invited me to be present at the Executive meeting of the Commission in New York on June 19th to personally present the case for the Rock Hill survey. Unfortunately I cannot attend this meeting as I have been ordered by my doctor to take a vacation because of a recent illness from which I have not fully recovered. However, I have arranged to have Miss Jane Simpson,

our specialist in Home Town Self-Surveys, appear at your meeting next Monday. She has just finished a survey at Greenville, South Carolina and is well acquainted with all the facts and the spirit behind these self-surveys.

Miss Jane Simpson will be Mrs. Harold Fleming by the time you see her for she has recently married our Director of Information. Both Mr. and Mrs. Fleming can be reached at the Belmont-Plaza Hotel, 49th & Lexington Avenues, New York and will await word from you concerning the time and place of the meeting. I will appreciate your asking Mr. Fleming to attend the meeting too for he is acquainted not only with the Self-Survey but with the overall program of the Southern Regional Council. Both Mr. & Mrs. Fleming are quite young but they are highly qualified and have had notable success in working for a better South.

I will deeply appreciate your support in what I have outlined in this letter. Please let me hear from you.

With best wishes, I am

Sincerely yours,

Paul D. Williams

PDW:ht

July 3, 1950

Mrs. Ellen O'Gorman Duffy
Three Hills
Warm Springs, Virginia

Dear Mrs. Duffy:

I am back from a trip to Washington (during which I had opportunity to confer with Paul Williams) and can write you about the Rock Hill survey, recalling your kind letters of June 23 and June 26 about it. We were all delighted with the action of your Commission in undertaking $500 for the Rock Hill survey with the condition about the contact to be made by the NCCJ with Mr. Lowenstein. I sent word to the Rev. Mr. Phifer, Chairman of the Rock Hill Chapter of the Southern Regional Council, that the appropriation was virtually assured.

It has been touch and go in Rock Hill whether a survey should be made. Finally, the matter came up to the Board of Trade, which gave it a general approval and named a subcommittee to work with the Rev. Mr. Phifer in selecting the steering committee of citizens which would put through the survey. I believe the Board of Trade expressed a wish that the survey be inclusive -- that is, not confined to the Negro community, and with that we are of course in cordial agreement. The Board of Trade was a good deal influenced by the prospective availability of the $500 from the NCCJ.

I am told that Rock Hill is a community which for the present is in quite a delicate balance. A good deal of new industry, and a good deal of new trade unionism. The Council's near friends there are quite few in number and mainly associated with the College. The town is near the North Carolina border and has been heavily influenced by the angry, not to say dangerous, state of racial feeling engendered by the recent North Carolina political primaries; and its own South Carolina primaries -- scarcely less angry -- are upon it at present. My opinion is that it would destroy the chance of getting the survey made if we burden our local friends with trying to raise from wealthy and doubtless touchy persons in the Rock Hill area, substantial sums de novo for the survey. Neither can the Council itself think it wise for it to undertake what must inevitably be long and difficult correspondence with Mr. Lowenstein or Mr. Ben Cone or others, looking toward substantial contributions for the Rock Hill survey.

To begingwith, a whole lot of money is not needed. I think $500, plus what they will raise as the survey moves ahead, will see them through all right. In the second place, our Council lives with a financial precariousness that may be hard to imagine, and we simply haven't the means to finance repeated trips to Rock Hill or elsewhere to find and persuade such potential friends as you were kind enough to suggest. And in the third place -- and most important -- the method by which we get these surveys made is faithfully to promise the local committees that they may make their own decisions without any strings to their work. Our only insistence is that the committees which make the surveys shall be bi-racial; else we are not interested. After they decide to go ahead, they use as much technical advice from us as they care to. That is the bargain, express and implied. We are not in a position to say to our friends in Rock Hill that if they do this and if they do that, we see ways by which they can get a survey made. And, again, I am not in a position to approach wealthy people in Rock Hill and say that if they will give money I will do this and I will do that.

The forces in the community willing to push the survey through expect that they can get it made if they have $500 as a gift from the NCCJ, but expect that they can't get it made if they don't.

I don't know how to convey to you the extreme complications raised by the recent primary campaigns. But I assure you that they have made an altogether abnormal situation. Incidentally, they have made a situation in which the completion of a survey will do more than anything else to straighten out Rock Hill. But it isn't a bargaining situation. It is one which calls for simple, smooth, local action.

As that is the situation, I do earnestly hope that you can cause the Commission to issue a check to the Southern Regional Council at an early date, and we can notify our friends in Rock Hill that the money is available and that they may go ahead.

All this may sound most uncooperative on the careful thought which your friends ghave given to alternative ways of finding means. Normally, I think we would have been anxious to explore those ways fully. But things are not normal.

I would expect that after a survey is made, some or all of the resources which you touch upon might be reached for aid in carrying through recommendations of a survey. And at an appropriate time, I would urge our local friends to undertake them.

Meanwhile, the thing to do is remove all obstacles in the way of a lo-

cal committee getting to work.

Sincerely,

George S. Mitchell

P.S. I was told only two or three days ago in North Carolina by a distinguished and deeply informed citizen there that only in one previous instance had he seen racial hatred whipped to a similar fervor, and that was Nazi Germany in 1938!

July 3, 1950

Mrs. Ellen O'Gorman Duffy
Three Hills
Warm Springs, Virginia

Dear Mrs. Duffy:

We are sorry for the delay in answering your letters of June 23rd and 26th, but we thought it necessary to wait for Dr. Mitchell's return to the office today. He himself is writing you today about the matters raised in your letters.

We both enjoyed meeting you and the rest of the Executive Committee in New York last month.

Sincerely,

(Mrs.) Jane P. Fleming
Survey Assistant

June 29, 1950

AIRMAIL-SPECIAL DELIVERY

Mr. Paul D. Williams
Lewisetta, Virginia

Dear Mr. Williams:

Since we wrote you, the proposed Rock Hill grant from the NCCJ has been further complicated. Enclosed are copies of two letters from Mrs. Duffy which were waiting for us when we got back to the office yesterday. As you will see, the one simple condition laid down by their Executive Committee has been expanded.

We talked to Dr. Mitchell by long distance a few minutes ago, and he said that the $500 was not worth the time, energy, and expense of fulfilling all their conditions. Added to that is the fact that the community of Rock Hill needs a lot of nursing along and is likely to be permanently scared off by much local fund-raising by the Council. In any case, Dr. Mitchell said that he expected to see you on Saturday, at which time you two can discuss the whole matter.

We do not feel like answering Mrs. Duffy without your advice. Perhaps you will think it better for you yourself to write her. Or perhaps you and Dr. Mitchell will want to work out a letter to be signed by him. Meanwhile, we will defer any action until Monday when Dr. Mitchell returns.

Sorry that what seemed to be such a promising and pleasant transaction has bogged down so badly. Certainly these later developments are far from the letter and, we think, the spirit of their Executive Committee resolution which was passed in our presence.

Sincerely,

Jane Fleming

P. S. As we wrote you from New York, the sense of the resolution was this: that the Commission on Community Organizations would give $500 to the Southern Regional Council for the Rock Hill survey, provided that Mr. Leon Lowenstein did not respond favorably to a request for the sum. Mrs. Duffy later telephoned us to say that the approach to Mr. Lowenstein would be made by Mr. Goldsmith, the NCCJ's fund-raiser.

THE NATIONAL CONFERENCE OF CHRISTIANS & JEWS, INC.

FOUNDED 1928

"—to promote justice, amity, understanding and co-operation among Protestants, Catholics and Jews, and to analyze, moderate and finally eliminate intergroup prejudices which disfigure and distort religious, business, social and political relations, with a view to the establishment of a social order in which the religious ideals of brotherhood and justice shall become the standards of human relationships." (NCCJ By-laws)

COMMISSION ON COMMUNITY ORGANIZATIONS

381 FOURTH AVENUE, NEW YORK 16, N. Y.

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Chairman

JAMES B. CAREY
Sec.-Treas., CIO

MRS. JOHN CARNEY
Dir., Community Rel's., Girl Scouts, U.S.A.

EILEEN COLLIGAN
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Pres., U.S. Jr. Ch. of Com.

MRS. ROBERT W. CORNELISON
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JOHN C. DANCY
Dir., Detroit Urban League

ABRAHAM EHRENFELD
Asst. Supt. of Schools, Board of Ed., N. Y.

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CHARLES E. HENDRY
School of Social Work, Univ. of Toronto

JUDGE CAMILLE M. KELLEY
Juvenile Ct., Memphis

MILTON R. KONVITZ
N. Y. S. School Ind'l Labor Rel's, Cornell U.

MRS. NEWTON P. LEONARD
1st V-P, Nat. Cong. P. & T.

MILDRED H. MAHONEY
Ch., Mass. FEPC

HENRY S. MILLER, JR.
Realtor

COL. A. C. OLIVER, JR., Ret'd.
VFW

HELEN DWIGHT REID
Chief, European Ed. Rel's, U.S. Office of Ed.

HAROLD RIEGELMAN
Ch., N.Y.C. Chapter, AJC

HAROLD RUSSELL
Nat. Com., AMVETS

MRS. CHARLES W. SEWELL
Dir. Ass. Women Am. Farm Bureau Fed'n

ROY SORENSON
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Chief, Div. Farm Pop. & Rural Life, U.S. Dept. Agric.

MRS. JOSEPH M. WELT
Nat. Council Jewish Women

PAUL D. WILLIAMS
Pres., Sou'n Reg'l. Council

MATTHEW WOLL
Pres., Labor Lg. for Human Rights, A. F. of L.

ELLEN O'GORMAN DUFFY
Director

BROTHERHOOD WEEK FEBRUARY 19-26, 1950
Honorary Chairman
THE PRESIDENT OF THE UNITED STATES
General Chairman
JOHN L. SULLIVAN
Community Organizations Chairman
GENE TUNNEY

June 26, 1950

Mrs. Harold Fleming
Southern Regional Council
63 Auburn Ave., N. E.
Atlanta 3, Ga.

Dear Mrs. Fleming:

You will recall that at our meeting on the 19th, Mr. Dancy of The Detroit Urban League, spoke with you about the Johnson family who live in Rock Hill. The Johnsons are the bankers in the town. Mr. Dancy, in a letter I received this morning, quoted an excerpt from a letter that has come to him from Mrs. Johnson's son: "I was so glad that my mother had an opportunity to meet you. She is going to look up the Flemings and see what she can do. Rock Hill, I am afraid will not be an easy town to reach. During the past few years, however, there has been a larger influx of people. Maybe they are less ego-centric than the natives".

Mr. Dancy suggested that I pass this along to you for what it is worth. He also added that the Johnsons are very well-to-do and that the son and he are very good friends. This is another lead that I hope will be fruitful for your work.

Sincerely yours,

Ellen O'Gorman Duffy

Mrs. Ellen O'Gorman Duffy

UNION UOPWA CIO LABEL

THE NATIONAL CONFERENCE OF CHRISTIANS & JEWS, INC.

FOUNDED 1928

"—to promote justice, amity, understanding and co-operation among Protestants, Catholics and Jews, and to analyze, moderate and finally eliminate intergroup prejudices which disfigure and distort religious, business, social and political relations, with a view to the establishment of a social order in which the religious ideals of brotherhood and justice shall become the standards of human relationships." (NCCJ By-laws)

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CARL C. TAYLOR
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MRS. JOSEPH M. WELT
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PAUL D. WILLIAMS
Pres., Sou'n Reg'l. Council

MATTHEW WOLL
Pres., Labor Lg. for Human Rights, A. F. of L.

ELLEN O'GORMAN DUFFY
Director

BROTHERHOOD WEEK FEBRUARY 19-26, 1950
Honorary Chairman
THE PRESIDENT OF THE UNITED STATES
General Chairman
JOHN L. SULLIVAN
Community Organizations Chairman
GENE TUNNEY

June 23, 1950

RECEIVED
JUN 26 1950
Southern Regional Council

Mrs. Harold Fleming
Southern Regional Council
63 Auburn Ave., N. E.
Atlanta 3, Ga.

Dear Mrs. Fleming:

An hour or so after I last talked with you by telephone, I learned from Mr. Goldsmith, our fund-raiser, that his "contact" with Mr. Lowenstein said that the latter would not be interested in making any contribution for your survey; I believe he has had labor troubles in Rock Hill. Nevertheless, Mr. Goldsmith said there was no reason why the Council could not write directly to him, The Leon Lowenstein Foundation, 43 Leonard St., New York City, and ask him for a contribution of $1,000.

It was suggested that the letter should be carefully drafted and should emphasize the fact that this survey will be beneficial for the welfare and growth of the community in which he holds a vital interest because of the location of his plant there. You can emphasize that this is a special one-time gift; that the findings will be of importance to the community and therefore, to him - in other words, strike the self-interest note.

Another suggestion of someone whom you can approach is Ben Cone, Greensboro, N. C., the Cone Import and Export Co. We do not know if Mr. Cone has a plant in Rock Hill, but you could approach him on the ground of his tremendous philanthropic endeavors in all walks of life and point out to him the value to the community of this survey in which all industrialists have a stake, and labor a concern.

Another suggestion was that you look over the community. There must be 8 or 10 big industrialists who have plants there. You could make the same general approach to them, pointing out the value to

UNION UOPWA CIO LABEL

big industries in helping to establish future stability in the development of the community. This survey will be a blueprint of the community showing causes of discontent that lead to labor troubles. You might find some labor leaders who would give you financial help. Even after you have made the survey, you will need financing to execute projects that are shown to be needed as revealed by the survey.

In approaching both Mr. Cone and Mr. Lowenstein, the request should be for $1,000 to help finance the survey, and there is no reason why you cannot write your letter to both at the same time, in each case making the offer that you would be glad if he wanted to have a personal interview with someone of the S. F. C. on this project. I realize that this may delay your plans a bit, but you can be assured if these efforts amount to nothing that the Commission is committed to giving you the $500 that you requested. We feel that you have not sufficiently tapped the community itself along the lines that I have sketched above.

I am leaving the office after June 30th to return July 27th. If you wish to send mail to me directly, my address will be:

Three Hills
Warm Springs
Virginia

Then, if you have not received the money, I can immediately send word to the office here to send you the check for $500 for the survey.

Cordially yours,

Ellen O'Gorman Duffy

Mrs. Ellen O'Gorman Duffy

June 27, 1950

Rev. Kenneth G. Phifer
Oakland Avenue Presbyterian Church
Rock Hill, South Carolina

Dear Mr. Phifer:

I have had word by phone that the appropriate committee of the National Conference of Christians and Jews at its meeting in New York recently undertook to find or provide $500 toward the Rock Hill Self-Survey.

So that is assured.

Sincerely,

George S. Mitchell
Executive Director

Dict. 6/22/50

GSM:er

Signed in Dr. Mitchell's absence

July 5, 1950

Mrs. Elsie Larson Wilson, Executive Secretary
Council of Social Agencies
715 Travis Street - P.O. Box 141
Shreveport, Louisiana

Dear Mrs. Wilson:

Thank you so much for your letter of June 14, which I have just seen upon my return from an absence of several weeks. We appreciate your kind praise of the Greenville pamphlet, and we are happy to know that our Manual has been helpful to you in your Shreveport self-survey.

Your survey sounds as though it has been soundly planned and organized, and you are most fortunate to have trained assistance. We shall be most interested in receiving information about the survey's progress.

If we can be of any assistance, please let us know.

Sincerely,

Jane Simpson Fleming
Survey Assistant

July 13, 1950

Mrs. Ellen O'Gorman Duffy
Three Hills
Warm Springs, Virginia

Dear Mrs. Duffy:

We do greatly appreciate your understanding letter of July 5.

There is no great haste about the check's actually coming in; the main thing was assurance.

I will write you as soon as it comes.

Meanwhile, cordial appreciation to you and to the Conference.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

Signed in Dr. Mitchell's absence

THREE HILLS
WARM SPRINGS
VIRGINIA

RECEIVED
JUL 7 1950
LOUISVILLE
Southern Regional Office

July 5, 1950.

Dear Mr. Mitchell -

I quite understand the Rock Hill situation as you so fully explain it in your letter of July 3rd which reached me this morning. I have written to our book-keeper stating the reason for the grant and requesting that a cheque for $500., made out to the Southern Regional Council be sent to you. Red tape

being what it is, this may not reach you until the middle of next week. I should appreciate your letting me know here when you receive it.

With every wish for the success of your work, I am,

Sincerely yours,

Ellen O'Gorman Duffy

July 18, 1950

Mrs. Ellen O'Gorman Duffy
Three Hills
Warm Springs, Virginia

Dear Mrs. Duffy:

The NCCJ's check for $500.00 has been received and duly acknowledged.

We are all grateful to you and the NCCJ for the substantial support and interest in this most important part of the Council's program. It will help a great deal to make the Rock Hill Self Survey both possible and productive.

We shall certainly advise you of its progress, as the Survey develops.

Again, our gratitude and appreciation.

Sincerely,

Jane P. Fleming
Survey Assistant

July 18, 1950

Rev. Kenneth G. Phifer
Oakland Avenue Presbyterian Church
Rock Hill, South Carolina

Dear Mr. Phifer:

The NCCJ did duly appropriate $500.00, and have sent in the check. They put up that amount as a grant to SRC to enable aid to a Rock Hill survey. (The money comes from the NCCJ itself; Mr. Leon Lowenstein was not approached.)

We thought $300.00 ought to be saved back to be a good lump sum in hand when you get to the publication stage. If we also budget $80.00 for travel by our people to you, that would leave $120.00 as available for miscellaneous needs, mostly I should think in Rock Hill, and at the direction of the Rock Hill Survey committee. We would propose that checks in that $120.00 be forwarded to the Rock Hill Committee on the basis of letters from the appropriate Committee officer, saying in general terms what expenditures would be covered.

At the end, there should be a financial statement which we could have available to support, with NCCJ, the due expenditure of what they put up.

If the Committee has other wishes, let us know. The main thing is to get the job done, flexibly, and locally.

Sincerely,

George S. Mitchell
Executive Director

GSM; jpf

SRC - New South

THE NATIONAL CONFERENCE OF CHRISTIANS & JEWS, INC.

FOUNDED 1928

FOR JUSTICE, AMITY, UNDERSTANDING AND CO-OPERATION AMONG PROTESTANTS, CATHOLICS AND JEWS

NORTH CAROLINA OFFICE
TELEPHONE: 2-4420
ROOM 213, 121 EAST THIRD STREET
CHARLOTTE 2, N. C.

RECEIVED
JUL 21 1950
Southern Regional Council

20 July 1950

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CO-CHAIRMEN
Francis J. Beatty
Herbert Girard

STATE ADVISORY COMMITTEE
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Mrs. Karl Bishopric
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Francis O. Clarkson
Mrs. J. O. Cobb
Benjamin Cone
Charles H. Crutchfield
Jonathan Daniels
Alfred G. Dickson
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Frank P. Graham
Francis Heazel
Mrs. Ernest B. Hunter
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Msgr. John J. Manley
Alan Marshall
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Charles Williams
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Charles E. Wilson

REGIONAL DIRECTOR
Harry S. Jones
Associate Regional Director
Margaret G. Cuddy

Southern Regional Council
63 Auburn Avenue N. E.
Atlanta, Georgia

Gentlemen:

Will you please send us a copy of New South, for April-May, 1950? This contains the survey of Greenville, South Carolina, as to race relations.

Yours very truly,

Louise J. Burks
(Mrs.) Louise J. Burks
Secretary

Sent
7/21/50

The National Conference of Christians and Jews is wholly supported by voluntary contributions from individuals, corporations, foundations, fraternal organizations and religious groups.

July 26, 1950

Miss Caroline Gillespie
Clarendon Hotel
Zanesville, Ohio

Dear Caroline:

I am asking Jane Fleming to write you about her visit to your territory.

I dictated these letters when I found early in your letter of July 17 a request that I write these birds and ask them for appointments for you.

Then I read on over to the end, and you said you wanted to get letters off yourself asking for appointments when you heard from me. I am sending on these letters, which have been typed, but not dated or signed, and which can go from here if you say so. I don't know any of the people except Ruth Morton more or less and Purks at GEB.

I say it is fifty-fifty whether you write or I write.

If you don't like these letters, I will change some words.

I do not know how to get to see Mr. Bernard Baruch. Wish I did.

We know Captain Spencer and like him. Have not heard from him.

You know I praise all you plan.

You also know that we all thank you for the five dollars.

Come back to Atlanta when you can.

Sincerely,

George S. Mitchell

GSM:er

Signed in Dr. Mitchell's absence

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JUL 18 1950
Southern Regional Council

Clarendon Hotel

ON THE NATIONAL HIGHWAY OPPOSITE COURT HOUSE

ZANESVILLE, OHIO

July 17, 1950

Dr Geo. S. Mitchell
Southern Regional Council
Atlanta, Georgia.

Dear Dr Mitchell:

First of all, I am enclosing my membership dues with a little interest and apologies for the delay.

You may be more up-to-date than I am on the situation at home as I have not heard about Jane P. Fleming's visit in June. That is one angle on which more work needs to be done. But I want to tell you a

B 5.00 JP7 7/18/50

HOTEL CLARENDON
ZANESVILLE, OHIO

HOTEL CURTIS
MT. VERNON, OHIO

HOTEL ROGGE
ZANESVILLE, OHIO

HOTEL PHOENIX
FINDLAY, OHIO
(AN AFFILIATE)

HOTEL STRATFORD
PARKERSBURG
WEST VIRGINIA

Member OHIO HOTELS ASSOCIATION · AMERICAN HOTEL ASSOCIATION

with of the planning and ask your advice and help.

In June, I had the opportunity of going to Nashville and talked with Dr Chas. Johnson. He gave me the names of some foundations or funds that he felt we might be able to get some financial support from. On my return, it was decided that I should go to New York in the early fall (early September) in order to make contacts with these agencies. A little expense fund is being raised to make this possible. Before then our findings are to be assembled at least.

Meanwhile, some believe that we should plan to use the Rosenwald School during the first two years and after that move into a

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ON THE NATIONAL HIGHWAY OPPOSITE COURT HOUSE

ZANESVILLE, OHIO

building program. If that is the case, the purpose of the trip to NYC will be to try to obtain help with the actual cost of program including personnel salaries.

We have already obtained the permission of the Board of Trustees to use the buildings provided the additional cost of maintenance is defrayed.

It occurs to me that we should have the endorsement of a good agency before attempting to obtain funds. Do you feel that SRC can do this?

HOTEL CLARENDON
ZANESVILLE, OHIO

HOTEL CURTIS
MT. VERNON, OHIO

HOTEL ROGGE
ZANESVILLE, OHIO

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HOTEL STRATFORD
PARKERSBURG
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Member OHIO HOTELS ASSOCIATION AMERICAN HOTEL ASSOCIATION

Dr. Johnson made the following suggestions:

1) Miss Beth Bederman
Executive Secty.
National Sharecroppers Fund
40 E. 49th St., NYC.

2) Mr. John R Voris
Ex. Director
Save the Children Foundation
1 Madison Ave.
New York, 10, N.Y.

3) Miss Ruth Morton
American Missionary Association

4) GEB – Rockefeller Foundation
49 W 49th St. N.Y.C.

Do you know any of the people connected with these agencies whom you can write regarding an appointment. I expect to be available right after Labor Day and will go for a week, at least.

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ON THE NATIONAL HIGHWAY OPPOSITE COURT HOUSE

ZANESVILLE, OHIO

Dr Johnson also suggested that I should see Mr. Bernard Baruk, immediately, but so far we have not discovered who knows who who knows who can get such an appointment! Our Mr. A. L. M. Huggins of Bartonville says he is not the person to do so.

I expect to again see Dr. Dixon. He is the one who fostered the idea of establishing the center in conjunction with a school — and his suggestion met with real acceptance among people at

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home. I have a way back in.

In my own thinking, I believe one of our weaknesses is not having enough representative whites on the Committee. That is one of my first aims when I get back home. I have no one on the Committee with whom I have not had at least two interviews with time in between for thinking - That takes time.

And here I am again on a disaster - I must have an income as you know. Every time I leave, it seems that much is lost and every trip is more difficult to make. Wish I could think this would be my last! For my heart is in Darlington County!

Things at home were very

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ON THE NATIONAL HIGHWAY OPPOSITE COURT HOUSE

ZANESVILLE, OHIO

pleasant. I was there all through the month of May. Naturally, my aunt has many adjustments to make — as do we all — She seems to be getting along nicely, and I want you to know that I felt she was clinging to us with a certain acceptance and love. We maybe doing the same. Whatever — it is all to the good. There is some financial strain, however, until end March, with the estate tied up until then and a farm to keep going. That makes it all the more important that I remain independent and

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helpful whenever possible.

I hope to see you soon. We will finish here in about ten days or two ~~&~~ weeks. We think we will then go on to West Virginia. If that is true, it will be the last of August before I turn homeward. If we are not needed there; I will go home from here.

Let me know some of your thinking on my questions. I want to get letters off regarding appointments when I hear from you.

Always, my very best wishes to you and the staff -

Sincerely yours,
Carolina Gillispie.

Hope this is clear - I have been interrupted twice -

C

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PACKARD
HOTEL
COMPANY

Clarendon Hotel

ON THE NATIONAL HIGHWAY OPPOSITE COURT HOUSE

ZANESVILLE, OHIO

You should be hearing from a Captain Frank Spencer of Savannah, Ga. A friend of mine told him about me and he wrote for information. In reply, I suggested he write you for a RC material.

HOTEL CLARENDON
ZANESVILLE, OHIO

HOTEL CURTIS
MT. VERNON, OHIO

HOTEL ROGGE
ZANESVILLE, OHIO

HOTEL PHOENIX
FINDLAY, OHIO
(AN AFFILIATE)

HOTEL STRATFORD
PARKERSBURG
WEST VIRGINIA

Member OHIO HOTELS ASSOCIATION AMERICAN HOTEL ASSOCIATION

gF

August 7, 1950

Rev. Kenneth G. Phifer
Oakland Avenue Presbyterian Church
Rock Hill, South Carolina

Dear Mr. Phifer:

I am grateful for your letter of July 22 with its news that you have turned over your interest in the Survey matter to Dr. Hawkes.

We have changed your address to Alexandria, as you requested. I am enclosing a list of our other members in Alexandria, and also in Arlington and Fairfax. Some of them may be helpful to you in your new charge.

I would like you to know of a special situation in Alexandria and in Virginia. Things so fell out that, shortly after the Southern Regional Council was established, the Virginia affiliate of the former Commission on Interracial Cooperation sought funds from the Virginia Council of Churches. The effort was successful. Accordingly, work of our kind was taken up in the future by the Department of Race Relations of the Virginia Council of Churches. The present able paid secretary of this is the Reverend Emerson Smith, 109 West Grace Street, Richmond.

The arrangement unavoidably carried a pro forma barrier to full participation in the new organization by Jewish persons and Catholic persons. I detect no chagrin or jealousy, but there remains some aspiration toward building at some date an inclusive Council-like organization in Virginia. I rather think that the former Alexandria chapter of the former Virginia Interracial Commission never quite caught itself into the Department of Race Relations. We have tried to nourish them as direct members of the Council, but they are far away.

The present situation is that the Council has two or three hundred members in Virginia, not a few of whom are

also contributors to the Department of Race Relations. I have never known what to do about this matter, and think it best to do nothing. In actual practice, we work with Emerson Smith and the Department of Race Relations almost exactly as though they were an affiliate of the Council. But I try always to have in mind that the little ache is there. This is a matter I do not discuss, but I thought that you, as one going into Virginia and a friend of ours, should know about it.

I am sorry for Rock Hill to lose you. Alexandria is a town I am oftener near than Rock Hill, and I hope that the move will give me an opportunity to talk with you.

I have suggested to Mrs. Fleming that whe write directly to Dr. Hawkes and arrange some early meeting when she and her husband can go over to Rock Hill and talk with him.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

Southern Regional Council Membership August 1950

ALEXANDRIA:

Rev. and Mrs. W. E. Basom
3422 Old Dominion Bldv.

Mr. Donald Becker
24 Rosemont Ave.

Miss Ellen C. Burke
1200 Quincy Street

Miss Connie B. Chissell
1312 Princess St.

Rev. and Mrs. A. Myron Cochran
208 North Payne St.

Mrs. M. E. Evans
115 South West St.

Dr. W. L. Harris
1010 Cameron St.

Mr. James Howard
620 North Alfred St.

Mrs. S. B. Ives
806 South Overbrook Dr.

Rev. John O'Shea
711 North Columbus St.

Mr. Robert Owen
900 North Columbus St.

Mrs. Rathbone Smith
408 Duke St.

Mr. and Mrs. Russell Smith
310 South Lee St.

Mr. H. S. Southgate
2909 Cameron Mills Rd.

Rt. Rev. Edward L. Stephens
310 Duke St.

Mr. Sidney Weil
312 King St.

ARLINGTON:

Mr. and Mrs. Bertram M. Gross
613 South Quincy St.

Rev. Joseph B. Hackett
19th & Edgewood St., South

Mr. Shelby Robert, Jr.
4319 South 32nd Rd.

Rev. Thomas P. Scannell
3304 Washington Blvd., North

FAIRFAX:

None

Please refer to JF

Oakland Avenue Presbyterian Church

Rock Hill, South Carolina

KENNETH G. PHIFER
MINISTER

July 22, 1950

acknl receipt letter by Lord 7/25

Dr. George S. Mitchell
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Dr. Mitchell:

I am turning your letter of July 18 relative to the appropriation of $500 from the NCCJ over to Dr. A. B. Hawkes of the First Baptist Church of this city. He was the other member of the committee appointed by the local chapter of the Southern Regional Council to confer with the Board of Trade in regard to a Home Town Survey. As I have accepted a call to a church in Alexandria, Virginia, it will no longer be possible for me to serve as your contact-man. Dr. Hawkes is vitally interested in this matter and will carry through I am sure in splendid fashion.

I deeply regret the fact that I cannot be associated with the carrying through of this job as I have been very much concerned about it. However, I am leaving Rock Hill August 15; and, of course, there is no possibility of doing anything between now and then. We have found it very difficult to get anything concrete done during the summer months; but the groundwork has been laid, and I am sure a successful survey can be carried out.

done HLR

I would appreciate it if you would have your secretary change my mailing address for "The New South" to P. O. Box 682, Alexandria, Virginia.

Sincerely,

Kenneth G. Phifer

Kenneth G. Phifer

KGP/sb

10-6-50

GSM plans to see D. Jones & perhaps Dr. Hawkes in Rock Hill during the week of Oct. 9th.

September 28, 1950

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

It probably is not necessary, but not knowing whether or not you had seen Mr. Phifer before he left, we thought that you might like to be brought up to date on how matters stand at this end on the survey.

As you know, last June my husband and I stopped in Rock Hill with the news that the NCCJ had appropriated $500 to SRC for aid in a Rock Hill self-survey. We were awfully sorry to have missed you, but we did manage to see Mr. Phifer and discussed the whole situation with him. We were distressed to hear about his leaving Rock Hill.

Dr. Mitchell later wrote Mr. Phifer, suggesting in greater detail possible ways in which the financial arrangements might be worked out (copy attached). Before he left, Mr. Phifer wrote us that he was turning over his part in the survey to Dr. A.B. Hawkes of the First Baptist Church. Since then, Dr. Hawkes has written us that the SRC chapter in Rock Hill was to meet early in September and hoped to have something definite to report after their meeting.

You probably know all this and have been in touch with Dr. Hawkes all along, but we would appreciate your help in pushing matters along and in letting us know how plans are progressing.

One more bit of information that you might find useful. Through a Mr. James Dancy of the Detroit Urban League (and a Board Member of the NCCJ's Commission on Community Organizations, which gave us the $500) we learned that the Johnson family (Rock Hill bankers, we were told) might be helpful in the survey. Apparently, the Johnson son is a close friend of Mr. Dancy and both he and his mother were interested in the idea of a Rock Hill survey. This is a bit vague, I know -- we heard it secondhand -- but I thought you might find it a fruitful lead.

Dr. Mitchell sends you his best.

Sincerely,

Jane P. Fleming, Survey Assistant

ARNOLD BARNUM HAWKES, D. D.
PASTOR

MRS. C. E. FOUCHE
OFFICE SECRETARY

First Baptist Church

Rock Hill, S. C.

MISS RUTH EPPS
EDUCATIONAL DIRECTOR

MISS DOROTHY SEARS
STUDENT SECRETARY

Aug. 15, 1950

Mrs. Jane P. Fleming
Survey Assistant
Southern Regional Council, Inc.
Atlanta, Ga.

Dear Mrs. Fleming:

Thank you for your good letter which came during my absence from the city. Hence the delay in answering.

While I have not agreed to serve as chairman of the self-survey in Rock Hill, I am a member of that committee and told Mr. Phifer that I would do all within my power to carry through this very important matter. So many of the members of our Chapter of the Council are now on vacation, I do not see how we can do much more this month. We will take the matter up early in September andhope to be able to report something definite to you immediately after our next meeting.

Thanking you for your interest and proferred assistance, I am

Sincerely yours,

A B Hawkes

A. B. Hawkes

RECEIVED
AUG 16 1950

First Baptist Church

ROCK HILL, SOUTH CAROLINA

ARNOLD BARNUM HAWKES, PASTOR

Morning Worship

AUGUST 13, 1950 — 11:00 O'CLOCK

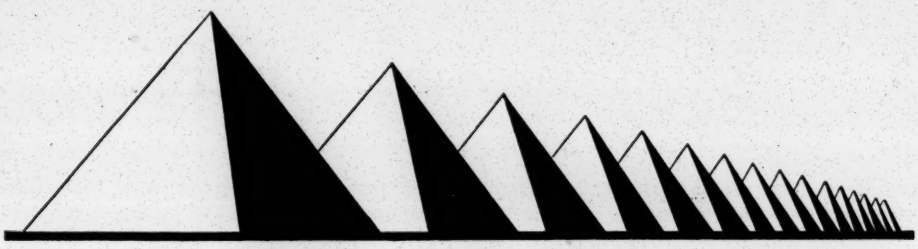
Prelude
Call to Worship
Gloria Patri and Invocation (congregation stand with choir)
Hymn No. 240—"God of Our Fathers" ..... Congregation
Reading of the Holy Scriptures
Organ Meditation
The Morning Prayer
Hymn No. 202—"O Master, Let Me Walk with Thee" ..... Congregation
The Lord's Offering
    Offertory Prayer
    Offertory
Special Music
The Sermon ..... Dr. W. W. Leathers, Jr.
The Invitation Hymn No. 373—"Living For Jesus" ..... Congregation
Benediction
Postlude

OPPORTUNITIES FOR THE WEEK

Sunday	2:00 P.M.	Youth Choir Practice
	6:15 P.M.	Baptist Training Union
Wednesday	6:00 P.M.	Sunday School Officers and Teachers Meeting — Supper.
	8:00 P.M.	Mid-Week Prayer Service
Thursday	7:30 P.M.	Senior Choir Practice
Saturday	9:30 A.M.	Brownie Scout Meeting

New members joining our church last week were: Mrs. Wilma Jennings, 221 E. Black Street; Jimmie Jennings, 221 E. Black Street, by letter, and Bobby Rayfield, 515 Ebenezer Avenue, by baptism.

We welcome most cordially Dr. W. W. Leathers, Jr., who preaches for us at both services today. Dr. Leathers is no stranger here as he married the daughter of the late and beloved A. B. Thackston, and has supplied our pulpit several times. We rejoice in the great work he is doing as pastor of the First Baptist Church, Petersburg, Virginia. The pastor will preach at both services next Sunday.



Pyramid of Progress - Spearhead of Advance

"Go ye therefore, and teach all nations, baptizing them in the name of the Father, and of the Son, and of the Holy Ghost: teaching them to observe all things whatsoever I have commanded you: and, lo, I am with you alway, even unto the end of the world" (Matthew 28:19-20).

It is high time for Baptists to take a great step forward. A lassitude seems to have settled upon many of Christ's people. Something grandly heroic and sacrificial needs now to be done to quicken the pulse beat of our vast Baptist family and start our people in every land on the upward march. . . . Our declared principles inexorably commit us to a large program of service. The whole gospel for the whole world is our God-given program.

To know the will of God is the greatest knowledge. To find the will of God is the greatest discovery. To do the will of God is the greatest achievement.—GEORGE W. TRUETT

★★★

WORLD MISSIONS

The Advance Program indicates that Southern Baptists are advancing in missionary enterprise from desires to deeds.—ROBERT G. LEE

# # #

Don't think this Advance Program is going to wait. It is now or not at all.—BAKER JAMES CAUTHEN

# # #

A missionary to China wrote the Foreign Mission Board, "What we need is not your predictions but your prayers."

# # #

Every self-denial in the interest of the Advance Program in missions will bring inceased strength for the homeland and multiplied opportunities for the salvation of others who live in distant parts. — ELLIS A. FULLER

# # #

We suppose that our field is more or less typical of all the foreign mission fields. It includes six states of about 4,000,000 people. Ninety per cent of them have never heard the gospel.—MISSIONARY ORVIL REID

The statistical committee reports 233 baptisms during the convention year, and not all of the churches have reported. Not bad for 700 Baptists.—MISSIONARY J. W. WEBB, *Guatemala.*

# # #

Ten thousand New Zealand Baptists support 161 foreign missionaries.

# # #

The greatest investment we have is in the lives of these young people whom we appoint for service abroad. —EVERETT GILL, JR.

# # #

Southern Baptist foreign missionaries reported more than 15,000 baptisms in 1949.

# # #

In Thailand there are only six struggling Baptist churches among 6,000,000 people. Only one person in 1700 is a Christian.

# # #

Nearly 400 young men and boys confessed Christ during a two-week series of meetings at Seinan Gakuin, Southern Baptist School in Japan.—EDWIN B. DOZIER

"There They Crucified Him"

There: The holy city, Jerusalem, the least likely place on earth for such a crime.

They: God's chosen people, the Jews. How far they were from God!

Crucified: The most shameful death of all the world was given to one who knew no sin.

Him: The Son of God. God's gift to the world was rejected by the world and shamefully abused.

But through this death we have eternal life by accepting Christ as our Saviour. The cross is an emblem of suffering. To try to make it anything else is absurd.

The Lord wants us to be adorned with the cross, but the cross he wants us to wear is one which will cross out ourselves and allow the Prince of Glory to be seen in our place.

Evening Worship

AUGUST 13, 1950—7:30 O'CLOCK

Prelude

Call to Worship

Doxology and Invocation (congregation stand with choir)

Hymn No. 19—"Love Divine" ..... Congregation

Hymn No. 187—"O Jesus, I Have Promised" ..... Congregation

Evening Prayer

Hymn No. 417—"Breathe On Me" ..... Congregation

The Lord's Offering

Offertory Prayer

Offertory

Special Music

The Sermon ..... Dr. W. W. Leathers, Jr.

The Invitation Hymn No. 197—"Only Trust Him" ..... Congregation

Benediction

Postlude

"Take Time To Be Holy"

Visit the Prayer Room located just inside the door at the rear of the church. It is for everyone!

"A Church That Prays Together Stays Together"

"Training Union is a Family Affair." Bring the entire family to the vital training program of the church. There is a place for everyone!

Congratulations to the Young People for publishing a Young People's newspaper. Watch for the next edition.

Business Womens Circle No. 2 is having a watermelon slicing Monday, August 14. Everyone is requested to meet at the church at 7:45 P.M.

Morning Devotions is conducted by the Young People of the church every Saturday morning, 7:15 A.M. over WRHI.

Attention! Officers and Teachers. There will be an important meeting, Wednesday 6:00 P.M. Please sign up if you are planning to attend supper.

August 7, 1950

Rev. A. B. Hawkes
First Baptist Church
Rock Hill, South Carolina

Dear Dr. Hawkes:

Mr. Pfifer has written us that, with his departure, you will take over the Chairmanship of the self-survey in Rock Hill. We are delighted to hear this and look forward to working with you.

We are most interested in hearing how the plans for the survey are shaping up. The last information Mr. Pfifer gave us was that a small committee had been appointed to choose and organize a Steering Committee.

If, after the Steering Committee has been formed, or at any time which you think useful, you feel that a visit from one of us would be helpful in further planning, please do not hesitate to let us know. We will be happy to help in any way you think best.

Sincerely,

(Mrs.) Jane P. Fleming
Survey Assistant

October 10, 1950

Miss Caroline Gillespie
RFD 3
Hartsville, South Carolina

Dear Caroline:

I rejoice in your letter.

I am driving Carolina directions this coming week and may get my auto as far as Hartsville. If I do I will find you and the farm and the survey and all the rest.

In any case, I will be happy to serve on any kind of board you want me on.

Mrs. Fleming (Jane Simpson as was) has written you about the rest.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

October 6, 1950

Miss Caroline Gillespie
Route 3
Hartsville, South Carolina

Dear Caroline Gillespie:

The news in your letter to Dr. Mitchell this morning was most exciting. We are so glad that everything has worked out so well. You must feel great satisfaction at seeing your plans materialize so successfully after all the long work and planning.

Both Harold and I were sorry we missed you when we stopped in Hartsville last June, but we thoroughly enjoyed meeting and talking with Mr. Martin. We certainly thought that you had left your work in good hands. It is wonderful that he is to be your Finance Chairman.

We think that the story of the project would make an excellent piece for a forthcoming issue of NEW SOUTH. Since Dr. Mitchell is to try to see you in Hartsville next week, you and he can discuss the kind of write-up it should be and what should go into it. It might be a good idea to give him all the dope for the article while he is there. But if it is not ready or available then, you could always send it to us later.

Best from both of us.

Sincerely,

Jane Fleming

RECEIVED
OCT 6 1950
SOUTHERN REGIONAL COUNCIL

Route 3
Hartsville, South Carolina
October 5, 1950

Mr. George S. Mitchell
Southern Regional Council
63 Auburn Ave. N.E.
Atlanta, Georgia

Dear George Mitchell:

First, thanks are due you for writing the letter for the New York appointments which paved an excellent road for me and will have tangible results -

Before I tell you of latest developments, I want you to know that our survey was completed just before I left, and we are now ready to talk turkey with the Southern Regional Council regarding a good write-up.

Where do we go from here?

We may get some help from the National Sharecroppers Fund, Inc.; we have some chance of something from Phelps Stokes with Dr. Guy Johnson as their Trustee and one of our Advisors specifically for Adult Education.

and we are to address a request to the Home Missions Council of North America for assistance in maintaining and operating the Center. Nothing can be expected from American Missionary Association, or FEB at present — And I shall have to tell you why later but we do not believe it wise to accept the offer made by Save the Children Federation

But this is the biggest news I have ever written you — the Planning Committee on September 25, 1950 passed the following recommendations:

1. It is recommended that we take immediate steps to incorporate the Community Center and set up its organization.

2. It is recommended that we immediately organize a Fund Campaign locally to secure funds to initiate and maintain the project.

Two committees were appointed to carry out these resolutions and are to report to the Planning Committee by October 15, 1950

And our own John Martin is Chairman of the Finance Committee – You will know him some day and understand why I find real security in having him.

Among other things we are working on a Board of Advisors. You will receive a letter in due course asking if you will serve as one of its members. You are one person I can ask before the committee meets. If so requested will you serve?

The plan on organization is to have an Executive Board chosen from Bd. of Directors and an Advisory Board – Details are being carefully worked on at the moment –

I just took time out to let you know what I believe is good news.

Let me know if you are planning to be in this area – I would call a meeting of the committee prompt – and I need a good chat with you.

Sincerely yours,

Caroline Lee Gillispie

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS

DL = Day Letter

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

1950 AUG 29 AM 10 37

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

36

TU ATLANTA

A=HMA009 PD=HARTSVILLE SOCAR 29 945A=

DR GEO S MITCHELL=

63 AUBURN AVE NORTHEAST SOU REGIONAL COUNSEL ATLA=

NOW HOME CONFIRMING NEW YORK APPOINTMENT SEPT 7 THROUGH 15=

:CAROLINE GILLESPIE=

RECEIVED
AUG 29 1950
Southern Regional Council

October 16, 1950

Miss Dorothy Jones
Winthrop College
Rock Hill, South Carolina

Dear Dorothy:

You were mighty kind to me. I enjoyed the company and lunch and encouragement.

I do hope things move along. It seemed to me they were about ready to.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

October 16, 1950

Mrs. Ellen O'Gorman Duffy
National Conference of Christians and Jews
381 Fourth Avenue
New York 16, New York

Dear Mrs. Duffy:

Your letter of October 5 came when I was just leaving on a Carolinas trip which took me to Rock Hill. I spent October 10th there and made a round of visits to all our friends who are interested in getting a survey made. The proposal has rested too quietly during the summer while people were away and the college was closed. But they now have a stated chairman, who is pastor of the First Baptist Church, and they have the approval of the Board of Trade, which is the equivalent of the Chamber of Commerce. The chairman was to get advice this coming week from the Board of Trade as to the membership of a large committee to make the survey. I found influential people of both races in the city eager to get the survey under way. There is every reason to suppose that they will be actively at work within a couple of weeks.

We are all most grateful to the NCCJ for its aid. The sum granted was a great encouragement to the people at Rock Hill. It is intact in the bank here in Atlanta and will be drawn upon as needed for that purpose.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

dictated Oct. 14, 1950
signed in Dr..Mitchell's absence

THE NATIONAL CONFERENCE OF CHRISTIANS & JEWS, INC.

FOUNDED 1928

"—to promote justice, amity, understanding and co-operation among Protestants, Catholics and Jews, and to analyze, moderate and finally eliminate intergroup prejudices which disfigure and distort religious, business, social and political relations, with a view to the establishment of a social order in which the religious ideals of brotherhood and justice shall become the standards of human relationships." (NCCJ By-laws)

381 FOURTH AVENUE, NEW YORK 16, N. Y.

NATIONAL CO-CHAIRMEN
CHARLES E. WILSON
THOMAS E. BRANIFF
ROGER WILLIAMS STRAUS

PRESIDENT
EVERETT R. CLINCHY

GENERAL DIRECTOR
STERLING W. BROWN

TREASURER
HERBERT J. OSBORNE

RECEIVED
OCT 9 1950
Southern Regional Council

October 5, 1950

Mr. George S. Mitchell
Southern Regional Council
63 Auburn Avenue, N.E.
Room 432
Atlanta 3, Georgia

Dear Mr. Mitchell:

The annual meeting of the Commission will be held on November 9th in Washington. I should very much like to present to them a report on the progress of the Rock Hill Survey, since the Commission voted and gave a grant to make it possible. If you could have the report of progress to date to me by October 23rd, I should have ample time to incorporate it in the report that I am sending out to the members of the Commission so that they will be informed on the Commission business before the meeting.

I hope that the project is going well and I shall look forward with much interest in hearing more about it.

Sincerely yours,

Ellen O'Gorman Duffy

Mrs. Ellen O'Gorman Duffy

ADL

ATLANTA REGIONAL OFFICE
11 PRYOR ST., S. W.-ATLANTA, GA.

For your information

Harold Fleming

Art Levin

Union Head Warns Against More Mills

ROCK HILL, S. C., Nov. 17—(AP) A textile workers union leader Saturday night warned against any widespread expansion of the textile industry.

John W. Edelman, Washington representative for the TWUA-CIO, spoke here at a banquet of the Catawba joint board of the union.

"It would be an unmitigated calamity for the South," he said, "if, in its zeal to locate new plants, it helped bring about a real depression in the textile industry due to serious over-expansion of productive facilities."

There is evidence that the industry can produce more cloth now than can be consumed, he said, adding that America's mills can now produce more than 14 billion yards of cloth.

ATL JRN-CONST
11-18-51

USE OUR WANT ADS TO... BUY SELL RENT TRADE

Dial 3161. Your Advertisement Accepted To 9:30 A. M. For Day's Publication.

Announcements — I

NO HUNTING NOR TRESpassing on the lands of J. A. Bush, Rte. 3, Rock Hill, S. C.

Newport Home Demonstration Club & Boy Scouts
Chicken Supper & Home Made Coconut Cake At
Newport Community Center
Sat., Nov. 18th, 7 P. M.

TO: 16 MM SOUND PROJECtor owners—rent a full length feature movie, $3.50 per show day; or $12.50 will furnish equipment and operator. Call 4269.

The Dutch Mill
For The Best In
Sandwiches — All Kinds
Chicken-in-the-box
Sliced Barbecue Ham
Free Movies Every Night
Charlotte Hwy. Ph. 4364
Open Sundays 11 A. M.

WE HAVE LEASED THE Hunting Rights on Williamson Farms in Bethesda section. No hunting. This means you. Carolina Hunting Club.

AVON COSMETIC GIFTS SELL on sight. Earn Christmas money now by serving exclusive territory in Rock Hill. Write Mrs. Bessie Hartsfield, Box 526, Walterboro, S. C.

Oddfellows & Rebekahs
Oyster Stew & Home-made Cake
At Y On Hampton
Sat., Oct. 28th, 5:30 [illegible] p. m.

NOTICE
Anyone wishing to obtain prints of pictures appearing in The Herald please contact Earl [illegible], Roberts, Saul Levisky, or [illegible] Bundy at 3161.

PERMANENTS: $2.50 & UP. Experienced operators. All work guaranteed. STEWARTS VICE BEAUTY SHOP, 207 S. Charlotte Ave. Dial 2860.

FULLER BRUSH SERVICE
John H. Schwarz
Dial 2553. 727 Sumter Ave.

Strayed, Lost, Found

I HAVE AUTO SALVAGE wrecks to sell, all models, in North and South Carolina. If you would like to bid on these monthly, write me to put your name on my list. Red Phifer. P. O. Box 933, Rock Hill, S. C.

For Clean & Dependable USED CARS
Drive Out to Ed Allen's K-F MOTORS
Corner North & Oakland Ave.
Phone 2372
These Cars Are Priced To Sell.
1947 Studebaker Champion 2 dr.
1947 Chevrolet Fleetmaster 2 dr.
1947 Kaiser 4 dr.
1946 Pontiac '8' 4 dr.
1941 Chevrolet 2 dr.
1941 Plymouth 4 dr.
1939 Chevrolet 2 dr.
1938 Chevrolet Panel Truck.
1938 Plymouth.
1937 "Terrible Plane".
We pay top prices for USED CARS
See & Drive The 1951 Kaiser & Henry J.

Business Service — [illegible]

CITY BUS SEWING & ALTERing — all kinds. Reasonable prices. Quick service. 2nd floor, [illegible] Bus Station.

[illegible]ICE
[illegible] screen doors [illegible] window screens, [illegible]unters, shelving, [illegible]. Reasonable prices. [illegible] 5-2088 or stop at [illegible] miles out on India Hook Road.

Hauling Local by day, [illegible] or trip—with Pick[illegible] Call JONES, [illegible] 133 North Stonewall.

YOU WILL BE PLEASED if you bring us your clothes. [illegible] don't only promise, we [illegible] SELF SERVICE LAUNDRY. We close [illegible] p.m. [illegible] days.

[illegible] Pour Concrete
[illegible]oors — Walkways
Driveways — Dairy Barns
We back-fill. — Grade
Emplace Expansion Joints
Emplace re-inforcing Steel
Grade level determined by [illegible]

IV — Jobs

WOULD LIKE TO CONTACT individual interested in credit reporting on part-time basis in Rock Hill, representing nationally known concern. Write Manager, P. O. Box 2507, Charlotte, N. C.

Cab drivers wanted. Apply YELLOW CAB CO.

APPLICATIONS NOW BEING accepted for experienced sales girls. Apply in person Tuesday, Nov. 21st, to Manager of Crest Stores, York, S. C.

WAITRESSES WANTED. APply in person to THE STEAK HOUSE on Hampton St.

Livestock — VII

TURKEYS — ON FOOT OR dressed. Toms, 45c & 60c; hens, 50c & 65c. W. J. Harris, Rte. 3; or call 5-3190.

HOUNDS FOR SALE, 4 BEAgles and 2 black and tan. Frank Henderson, Henderson's Garage, Ebenezer, on Twin Lake Road.

Merchandise — VIII

ADDING MACHINE—DALTON direct subtractor, good condition, take it for $29.95. Rock Hill Salvage Co.

[illegible] Sale
One 6 cu. ft. [illegible] AVALIER electric refrigerator [illegible] $150.
One 8 cu. ft. CAVALIER electric refrigerator [illegible] $185.
[illegible] year warranty.
[illegible] W. Main St. Ph. 4422

OIL HEATER, NEW PERFECtion brand new, 55000 BTU, carries regular guarantee, regular $16[illegible]50, cabinet slightly damaged, cuts price to $82.50. Rock Hill Salvage Co.

Clothes Hampers
$11.95 & $8.95
MARSHALL HARDWARE
Dial 4[illegible]4

FLOOR LAMPS, BRAND NEW, seven way light, choice of shades, regular $10.95 special for $6.50 each. Rock Hill Salvage Co.

CORNER CABINETS, MAPLE, slightly used, modern, large, need them take them for $9.95 each. Rock Hill Salvage Co.

FOR SALE: ONE COMMERCIAL electric dry box for cold drinks. Size 6 ft. Also one Toledo

FOR RENT: FURNISHED BEDroom. 234 Saluda St. Call 5509 after 4 p. m.

FURNISHED ROOMS WITH heat for men. Apply 114 Oakland Ave. or call 5639.

TWO LARGE UPSTAIRS UNfurnished rooms, semi-private bath—to settled couple or working girls. 106 E. Moore St.

TWO FURNISHED BEDROOMS — one for light housekeeping. Apply 215 Hampton St. or [illegible] 4380.

FOR RENT: LARGE FRONT downstairs room, furnished for light housekeeping. Private entrance. Close in. 127 Johnston.

TO ADULTS: 2 ROOMS PARTly furnished for light housekeeping, in good neighborhood. No children. Call 4692.

IN DUPLEX HOUSE — LARGE living room, bedroom, kitchen, private bath, modern conveniences. Call 4059.

[illegible] ROOMS UNFURNISHED apartment, lights and water, $10 per month in Newport. Turn left at railroad and Cathcart Dairy, 1st house on right, McFadden place.

FOR RENT: UNFURNISHED 4 room apartment, very close in. Must furnish reference. See Mrs. Fred Allen, 343 [illegible] White.

FOR RENT: 3 ROOM UPSTAIRS apartment with sleeping porch. Adults only. Apply 514 Ebenezer Ave.

FOR RENT: FURNISHED BEDroom to [illegible] girls or couple [illegible] preferred. 1035 College [illegible] Phone [illegible]471.

STORAGE NOTICE
FOR RENT: PRIVATE INDIvidual lockers, storage rooms. Building designed for furniture storage, ventilated. 25 years experience. Marshall Furniture Co. Dial 3188.

FOR RENT
Two 3 bedroom houses.
Two 2 bedroom apartments.
CAROLINA AGENCY
Dial 3042

For Sale

FOR SALE: 3 ROOM HOUSE on paved street in York, $1450. Call 398-J, York, before 2 p. m.

FOR SALE BY OWNER: 2 room house with 2 acres land, 6 miles out from Rock Hill, below Lesslie on paved road. $750.00. Call 232-J-2, Ft. Mill.

BUILDING LOTS — BEAUTIful Sunrise [illegible] as low as $100.00 [illegible] terms [illegible]ights, telephone [illegible] Marshall Furniture Co. Dial 3188.

[illegible] SALE
521 [illegible]s Ave. — New 4 room [illegible]—nice cabinets, floor furnace, electric water heater, oak floors, overhead insulation and termite shields.
20 year FHA loan available.
A. F. FEWELL
Dial 5444 or 3684.

FOR SALE
Two Frame Dwellings at rear of High School Auditorium, owned by Rock Hill school district — one facing Gladstone Circle, other facing Spruce St. Space heaters, water heaters, fuel tanks, stoves, lunchroom sink — not to be sold. Other plumbing and fixtures included in sale. Houses to be moved within 15 days after sale. Sealed bids will be accepted by Supt. W. C. Sullivan until 3 p. m. Wed., Nov. 22nd. Seller reserves right to reject any or all bids.

HOSPITALS

[illegible]k County
Admitted: Mrs. J. W. Jenkins, Roddey St.; Mrs. W. T. Hollis, Route 5; Mrs. G. C. Welsh, Saluda St.; Raynold Bagwell, McDow Drive; Mrs. W. L. Whitesides, Jr., Smyrna; Mrs. James M. Currence, Fort Mill.

Dismissed: W. H. Burgess, York; Mrs. Roy S. Dawkins, MacArthur St.; Mrs. J. L. Green, Clover; Mrs. Ernest Poole, Marshall St.; Mrs. Lillian Arant, Flint St.; Billy Slaton, Hasty St.; Mrs. J. L. Caldwell, Rock Hill; Mrs. J. C. Parrott, Jr., Saluda St.

St. Philips
[illegible]

TO DIRECT SEAL SALE DRIVE — Mrs. [illegible]uth Harris, left, and Mrs. Helen W. McGirt, right, will head the annual TB Christmas Seal Sale among the colored people of the Rock Hill area. The drive will begin [illegible] November 20 and continue through Christmas. Mrs. Sadie Rucker will also assist with the drive. Mrs. Harris will serve as chairman of the colored division. (Herald Photo.)

Colored News

By EFFIE H. WILLIAMS

The Superintendents Council of the South Carolina Conference of the A.M.E. Zion church, met at Clinton College on November 10, for the purpose of planning for the conference year 1950-51.

Brother A. Dixon of the New Home church presided. The Council went on record as being willing to contribute to the Clinton College building fund as heretofore. Also to encourage full cooperation and attendance at each of the quarterly meetings.

Quite a large number of superintendents were present, only three were absent.

Supt. C. G. Moffat of Cedar Grove A.M.E. Zion church and Supt. A. Dixon of New Home were elected vice presidents of the Council.

Bro. W. A. Steele, Conference Director of Christian Education was then presented to the Council. Bro. Steele spoke briefly of his work and asked for the prayers and cooperation of the council and churches.

We most heartily welcomed Bro. Steele and the other district officers.

S. L. Chisholm of Atlanta spent

York county. She was found dead Tuesday morning near her home in the New Zion community. Funeral services will be held at the New Zion Baptist church Sunday at two p.m., with the pastor, Rev. J. M. Parsons of Chester, officiating. Burial in church cemetery. Surviving is her husband, Henry Mobley and four sisters, Mrs. Susie Williamson, Mrs. Mamie Brown, Mrs. Sadie Cherry and Mrs. Pearl Sterling; seven brothers, Hilliard, Andrew, Eddie, Willie, Richard and John Robinson all of Rock Hill and Rev. Charlie Robinson of Winston-Salem.

Funeral services were held Saturday afternoon for Mrs. Fannie Crawford of the Boyd Hill community at Harmony M.E. church of Edgmoor, with the pastor, Rev. R. M. Walker. Interment in the family plot. Surviving is her husband, D. W. Crawford, six daughters, Misses Helen and Cynthia Crawford of the home, Mrs. Lillian Kirkland, Mrs. Susie Rice and Mrs. Doretha Scott all of Winston-Salem, Mrs. Irene White of Edgmoor; three sons, James Crawford of Rock Hill; George Crawford, Charlotte; and Shelt-

Home Agents List Schedules

Miss Georgia Taylor, home demonstration agent for York County and Mrs. Kathleen S. Matthews, assistant home demonstration agent will carry the following schedulue for the coming week:

Monday: Office.
Tuesday: 9:30 [illegible] Ridge 4-H Club; 11 McConnellsville 4-H Club; 2:30 [illegible]n Belt H.D. Club; 3 Hickory Grove H.D. Club.
Wednesday: 2:30 Lesslie H.D. Club.
Thursday: Legal Holiday.
Friday: Office.
Saturday: Office.

Births

Jenkins
Mr. and Mrs. J. W. Jenkins of Roddey Street announce the birth of a son on Saturday, November 18, at York County Hospital.

Welch
Mr. and Mrs. G. C. Welch of Saluda Street announce the birth of a daughter on Friday, November 17, at York County Hospital.

Hollis
Mr. and Mrs. W. T. Hollis of Route 5 announce the birth of a son on Friday, November 17, at York County Hospital.

CARD OF THANKS

To the many kind neighbors and friends of Fort Mill, S. C., Charlotte and Concord, N. C., we wish to take this method to express thanks of appreciation to each of you for all kindness rendered in every way to our beloved sister and aunt Miss Lillie Phifer during her long illness and death. Thanks for the expressions of loyalty as a citizen and as a devout Christian woman expressed by Mayor Luther J. Patterson, The Rev. S. P. Bowles, pastor of the White Presbyterian Church and her ex-pastor Rev. J. J. Blakeney, now called as chaplain to the U. S. Army and the Rev. W. M. Wilson of Concord, who delivered the eulogy and the pastor, Rev. J. E. Gaston of Macedonia Presbyterian church for service. To Dr. and Mrs. Elliott and other white friends for their presence and for the expressions of sympathy and condolence expressed through cards-letters and telegrams. And the many beautiful flowers.

Mr. Wm. Roddey and Family, Nieces and Nephews.

IN APPRECIATION

now by serving exclusive territory in Rock Hill. Write Mrs. Bessie Hartsfield, Box 526, Walterboro, S. C.

Oddfellows & Rebekahs
Oyster Stew & Home-made Cake
At Y On Hampton
Sat., Oct. 28th, 5:30 [illegible] p. m.

NOTICE
Anyone wishing to obtain copies of pictures appearing in Herald please contact Earl [illegible], Roberts, Saul Levisky, or [illegible] Bundy at 3161.

PERMANENTS: $2.50 & UP. Experienced operators. All work guaranteed. STEWART'S BEAUTY SHOP, 207 S. Charlotte Ave. Dial 2860.

FULLER BRUSH SERVICE
John H. Schwarz
Dial 2553. 727 Sumter Ave.

Strayed, Lost, Found

LOST: HOLLAND WATCH with brown leather band. Finder call Buddy Glenn at 5-2519.

Automotive — II

SPECIAL
50 Buick Special 4 dr. Dynaflow. $200 under list.
UNIVERSAL MOTORS
410 Oakland Ph. 2245

1948 FARMALL H TRACTOR—disc, harrow, plow, saw, trailer. Good buy. See at GOOD MOTOR CO.

ALLIS CHALMERS MODEL G tractor, 1 year old and in good condition, with cultivator plow and planter, $695.00. Phone 572, York, S. C.

Hurry! Hurry! Hurry!
Clean Northern Cars
Coming In Every Week
49 Chev. Styleline 2 dr. $1295
50 Ford tudor. 5,000 miles $1495
49 Ford Custom tudor. NICE $1295
47 Chev. 2 dr. Fully equipped $995
46 Chev. Fleetline 2 dr. $995
40 Ford Station Wagon. Nice $495
Why pay more when you can buy for less
See us first.
DAVIS BROS.
427 Hampton St. Phone 3272

SPECIAL
50 Pontiac 4 dr. Streamliner. Hydramatic. Fully equipped. $200 under list.
UNIVERSAL MOTORS
410 Oakland Ph. 2245

If you are buying or wish a loan on a car see
M & J Finance
140 Caldwell St. Dial 2558.

1941 DODGE 4 DOOR, CLEAN, $350.00. See at 748 Cedar St. Phone 5-1791.

SPECIAL
34 Ford Station Wagon with new motor. This is a Cream Puff — was $695, now $495.
UNIVERSAL MOTORS
410 Oakland Ph. 2245

Hurst New & Used Cars
1013 E. Main St. Ph. 4840
50 Ford tudor. R & H
49 Ford tudor. R & H
49 Chevrolet 2 dr. Fl. R & H
48 Chevrolet 2 dr. Fl. R & H
48 Chevrolet 5 Pass. Cpe. R & H
48 Chevrolet 2 dr. F'mas. R&H
47 Ford tudor. R & H
40 Ford tudor. R & H
40 Pontiac Cpe. R & H
41 Plymouth 2 dr. R & H
39 Plymouth 2 dr. R & H

[illegible] Quick Service. 2nd floor, Bus Station.

PRICE
[illegible] screen doors [illegible] window screens, [illegible]unters, shelving, etc. Reasonable prices. Dial 5-2088 or stop at [illegible] 4 miles out on India Hook Road.

Hauling Local by day, [illegible] or trip—with Pick-up. Call JONES, [illegible] 133 North Stonewall.

YOU WILL BE PLEASED IF you bring us your clothes. We don't only promise, we deliver them. PLEASE SELECT CLEANERS. We clean [illegible] Laundry. We close [illegible] p. m. [illegible] days.

[illegible] Pour Concrete Floors — Walkways Driveways — Dairy Barns We back-fill. — Grade Emplace Expansion Joints Emplace re-inforcing Steel

Grade-level determined by Trained engineer with surveyor's instrument.

Just show [illegible] where you need Concrete [illegible]ured — and We Do The Rest.
CONCRETE PRODUCTS CO.
424 Pendleton St. Ph. 2957

LET AN EXPERIENCED MAN insulate your home; also carpentry and repair work. E. L. Jerman, 167 Williams St.

WELL DRILLING
Complete line of MYERS Pumps
J. A. Darby Ph. 5-2500
McConnellsville Hwy. 3 mi. out.

MATTRESSES RENOVATED
Have a good innerspring made from your cotton mattress. Prices reasonable. Dial 5-0283.

CUSHMAN SCOOTERS, SALES and service. Good buys in used scooters. Sherer's Sport Shop, Caldwell Street.

SHERER'S NOW HAS A CASH & Carry—or Pick up & Delivery Price.
Sherer's CLEANERS & DYERS
N. Trade St. Phone 4161

Need Some
Extra Cash Quick?
New Customers Wanted.
Confidential Service.
Loans—$5.00 & Up
YORK FINANCE CO.
202 R. H. Nat'l. Bank Bldg.
Phone 3941

ROOFING
WE APPLY ROOFING & ASBESTOS SIDING TO OLD & NEW HOMES
NO DOWN PAYMENT
EASY MONTHLY PAYMENTS
SOUTHERN ROOFING CO.
233 W. Main St.
Dial 4752

LAUNDERETTE SERVICE
We solicit your patronage on the Merits of Our Service.
The New Slosh-Wash Method Really Cleans Clothes.
Satisfaction Guaranteed.
SERVICE LAUNDERETTE
Annafrel Street

DO YOU NEED ADDITIONAL electrical outlets, home re-wired, or appliance installation? Then call O. H. GRANT, Dickson's Service Station, 3943.

"I Cover York County"
Adams Roofing & Supply Co
215 W. Bland St. Charlotte
Phone 6-2917

refrigerator [illegible] $185. [illegible] year guaranty. [illegible] W. Main St. Ph. 4422

OIL HEATER, NEW PERFECTION brand new, 55000 BTU, carries regular guarantee, regular $16[illegible].50, cabinet slightly damaged, cuts price to $82.50. Rock Hill Salvage Co.

Clothes Hampers
$11.95 & $8.95
MARSHALL HARDWARE
Dial 4[illegible]

FLOOR LAMPS, BRAND NEW, seven way light, choice of shades, regular $10.95 special for $6.50 each. Rock Hill Salvage Co.

CORNER CABINETS, MAPLE, slightly used, modern, large, need room, take them for $9.95 each. Rock Hill Salvage Co.

FOR SALE: ONE COMMERCIAL electric dry box for [illegible] drinks. Size 6 ft. Also one Toledo scale. Call 5981 or contact W. [illegible] Hartsell, 903 N. Confederate Ave.

FOR SALE: GE AUTOMATIC washer, used 7 months. [illegible] F. Goodrich girl's bicycle, used 4 months. Both in excellent condition. Call 5-0233 after 5 p. m.

PRACTICALLY NEW FURNITURE—bedroom, living room, and kitchen. For sale. See at 13 Graham St.

COAL [illegible] PER BAG. 1147 OAKLAND Ave. Dial 3842.

[illegible] MIXED HOUSE PAINT, [illegible] floor enamel, all colors including white. [illegible] gallon.
O. K. Paint Shop
114 N. Trade St. Ph. [illegible]36

Seeds, Plants, Flowers 8.

THOUSANDS OF
Trees, Shrubs, Evergreens
to select from.
Cash & Carry or we will draw plans & plant for you.
Complete Lawn service
Oak Hill Nursery
J. P. Warrenfeltz
Chester Hwy. Ph. 5-2563

AZALEAS AND CAMELLIAS Plant them now. Many varieties and colors, freshly dug at the nursery. Azaleas 50c up. Camellias $1.00 up. Dial [illegible]533. Glencairn Nursery, Cross St.

CAMELLIA BARGAIN! FOUR Camellias (red, white, pink, variegated) and Gardenia Mystery—all 12 to 18 inches—all for $3.00, postpaid or C. O. D. Green Valley Nursery, P. O. Box 4275, Mobile, Alabama.

Azaleas — Camellias
Truck Load — Evergreens
Also will arrive Mon., Nov. 20.
First class nursery stock, inspected and reasonably priced.
On Sale At
Crest Store, York, S. C.
Member S. C. Camellia Society.

Real Estate For Rent

ROOM & BOARD TO TWO working girls. Call 5-2921.

FOR RENT: 3 ROOM UNFURNISHED apartment, E. Main St. Close in. Call 3955.

FOR RENT IN YORK—3 ROOM unfurnished upstairs apartment. Continuous hot water. Phone York, 608 or 377.

UNFURNISHED 3 ROOM house for rent, $6.00 per week. See Mr. or Mrs. Daniels, 1958 Lewis St.

FOR RENT: 3 ROOM UPSTAIRS apartment with sleeping porch. Adults only. Apply 514 Ebenezer Ave.

FOR RENT: FURNISHED [illegible] room to [illegible] girls or couple [illegible] North. 1035 College. Phone [illegible]471.

STORAGE NOTICE
FOR RENT: PRIVATE INDIVIDUAL locked storage rooms. Building designed for furniture storage, ventilated. 25 years experience. Marshall Furniture Co. Dial 3188.

FOR RENT
Two 3 bedroom houses.
Two 2 bedroom apartments.
CAROLINA AGENCY
Dial 3042

For Sale

FOR SALE: 3 ROOM HOUSE on paved street in York, $1450. Call 398-J, York, before 2 p. m.

JOHN R.'s BULLATON SAYS
HOMES AND INVESTMENTS: "TO SUIT YOUR TASTE"... VERY ATTRACTIVE NEW, Ranch type Home with Breezeway; 3 large bed rooms, large living room with fire place, dining room, Knotty Pine; Modern Kitchen and combination... You will like this [illegible] from the front porch through and through with plenty of closet space, Extra Storage Room, Extra room, adjoining breezeway. Large Lot fenced In. Near New School, also convenient to Central and High Schools. Near corner f South Confederate and Locust Streets.... Will Exchange for smaller Home.....
Nice New 4 room home with complete bath, City Water within New City Limits on NEW BY PASS Just Off Saluda Street near Junction of Mt. Holly Road. Small Down Payment, remainder Monthly installments....$4699.00.
Extra Nice Ranch Type Home on North Confederate Avenue, near schools and play grounds. 3 bed rooms, extra large living room and dining room combined, Dinette, Modern Kitchen, complete bath. Extra Large Lot (a baby Farm). . . $9,995.00.
Very Large Lot or Small farm, 200 front ft. deep on Dunlap Roddey road, short distance off Saluda; room for everything including the Dog. $1250.00.
Business property Investment, Concrete Block Building on large corner lot on Charlotte Hwy. (River Road) within the New City Limits and Fast Growing Business District. Room for Most any type Business with 4 room room apt. in rear. Lot 60 by 210 It's a Buy $5250.00.
ALSO: Large two stry Brick Business Building in the Center of West Black Street's Busy Business Section. It's a corner with room for more Bldgs. Only $7000.00.
Nice 4 Room home, complete bath, Electric Hot water Heater, Electric Pump in well, Telephone, 30 acres of land on Hwy. (322) short distance out of New City Limits, 15 acres in Loblolly Pines, other lands under cultivation, 866 feet front on Paved Road.
If you want to invest your Idle money in Homes, Business Property, Apartments, Lots that will increase in Value, City, Suburban or Country Acres; It's time to Call:
John R. Williams.
Dial 4442 r 4945 day or nite.
P. S. WEDGE INFLATION; If you want to invest in INCOME PROPERTY CHECK WITH US FOR—SAFETY — SECURITY—AND SATISFACTION ... SEE JOHN R. PUT YOUR IDLE DOLLARS TO WORK.....

sale. Sealed bids will be accepted by Supt. W. C. Sullivan until 3 p. m. Wed., Nov. 22nd. Seller reserves right to reject any or all bids.

HOSPITALS

York County
Admitted: Mrs. J. W. Jenkins, Roddey St.; Mrs. W. T. Hollis, Route 5; Mrs. G. C. Welsh, Saluda St.; Raynold Bagwell, McDow Drive; Mrs. W. L. Whitesides, Jr., Smyrna; Mrs. James M. Currence, Fort Mill.

Dismissed: W. H. Burgess, York; Mrs. Roy S. Dawkins, MacArthur St.; Mrs. J. L. Green, Clover; Mrs. Ernest Poole, Marshall St.; Mrs. Lillian Arant, Flint St.; Billy Slaton, Hasty St.; Mrs. J. L. Caldwell, Rock Hill; Mrs. J. C. Parrott, Jr., Saluda St.

St. Philips
Admitted: Sadie Ruth Buckson, Maple St.; Mrs. M. C. Duncan, North Spruce St.; Mrs. Claude Jackson, Lesslie; Mrs. Sue Hunter, High St.; Nelson Masey, Jr., Wylie St.; Miss Mildred Bailey, Curtis St.

Dismissed: Robert Rinehardt, Hagins St.; Paul Hunt, Route 2; Mrs. Josie Rodiquez, Chester; Arthur B. Sims, Great Falls; Mrs. Frank Kanipe, North Jones Ave.; Mrs. J. E. Garner, North Confederate Ave.; Mrs. William Hancock, Izard St.; Mrs. P. L. Miller, Crest St.; Guy David Long, Fort Mill; Ertha Mae Sanders, Chester; Michael Williams, Roddey St.; Mrs. L. C. Broome, Great Falls; Mrs. Hazel Plyler and son, Pineville; James Harris, Fort Mill; Mrs. W. W. Ward, Fort Mill; Braskell Phillips, Flint St.; Mrs. W. C. Kennington, Arch Drive.

Smyrna News

SMYRNA—Mr. and Mrs. Kenneth Faulkner of Atlanta, Ga., spent the weekend here with Mrs. Faulkner's mother, Mrs. O. W. Carmichael.

Mr. and Mrs. J. R. Scoggins, were in Bishopville last week for the Moore-McElwee wedding. Scoggins was one of the groomsmen.

Mr. and Mrs. W. E. Hill spent Sunday in Rock Hill with their daughter and husband, Mr. and Mrs. John Blakley Hughes and Patricia Hughes.

W. T. Sherer of Sharon was a business visitor in Smyrna this week.

Miss Jean Carmichael of Gastonia was a recent visitor at the home of her mother, Mrs. O. W. Carmichael.

Mrs. Oliver Carmichael of Richmond, Ky., is visiting relatives here this week.

Mr. and Mrs. S. L. Caldwell spent Sabbath near Davidson, N. C. with Miss Annie Wallace.

The Rev. and Mrs. S. L. McKay and children Sam and Mary McKay, of Salisbury, N. C., and Miss Annie Wallace of near Davidson, N. C. are expected to spend Thanksgiving here with Mr. and Mrs. S. L. Caldwell.

A number of Smyrna people are attending the Sharon meeting which is being conducted at the A.R.P. church by the Rev. W. H. Boyd of Vidette, Ga.

Mr. and Mrs R. W. Hill moved last week to Milwaukee, Wis.

The Week of Prayer is being observed this week by the ladies of the A.R.P. church. Prayer Meetings have been held in the houses of Mrs. W. E. Hill, Mrs. D. K. McGee, Mrs. J. E. Scoggins, and Mrs W. M. Faulkner, Jr., of Smyrna, and at the home of Mrs. W. T. Hollifield of Kings Creek.

Mrs. J. E. Scoggins was a visitor in Clover this week.

J. E. Parker is confined to his home with influenza.

for the purpose of planning for the conference year 1950-51.

Brother A. Dixon of the New Home church presided. The Council went on record as being willing to contribute to the Clinton College building fund as heretofore. Also to encourage full cooperation and attendance at each of the quarterly meetings.

Quite a large number of superintendents were present, only three were absent.

Supt. C. G. Moffat of Cedar Grove A.M.E. Zion church and Supt. A. Dixon of New Home were elected vice presidents of the Council.

Bro. W. A. Steele, Conference Director of Christian Education was then presented to the Council. Bro. Steele spoke briefly of his work and asked for the prayers and cooperation of the council and churches.

We most heartily welcomed Bro. Steele and the other district officers.

S. L. Chisholm of Alanta spent several days here recently with his parents, the Rev. and Mrs. S. R. Chisholm of South Trade Street.

Mr. and Mrs. Thomas N. Mills of Hagins St. attended the funeral service of Mrs. Mills' grandmother, Mrs. Mary N. Lewis of Charlottesville, Va., on Monday.

The Interdenominational Minister's Wives Alliance of Rock Hill will meet Wednesday evening at 7:30 at the home of Rev. and Mrs. G. W. Beard on Flint Hill.

Rev. Sam Watts of Fewell St. continues ill at his home.

The Charity Club of New Mt. Olivet A.M.E. Zion church is sponsoring a silver tea Sunday, Nov. 19, from 3 to 5 p.m. at the home of Mrs. Eva Cureton on Hampton street. The public is cordially invited.

Pfc. James L. Davis has been selected the outstanding soldier of the week of the 34th Anti-aircraft Artillery A. W. Battalion, for the period ending November 4th, 1950, of Fort Bliss, Texas. He is the son of Mr. and Mrs. Paul Davis of South Trade St.

Mrs. Sadie Riley who has been a patient at York County hospital for the past six weeks is now at her home on South Trade street. Mr. Riley's sisters, Mrs. Mattie Gidon of Westminster and Mrs. Childers of Seneca and her sister-in-law of Columbia are with her. Mrs. Riley's sister, Mrs. Taylor has returned to her home in Hampton, Va., after spending six weeks with her.

Mrs. Fannie Brown of Portsmouth, Va., and Mrs. Lizzie C. Bradford of Columbia, spent Monday and Tuesday with Miss Savannah Jones of West Black street.

B. L. (Pinkie) Stinson of Lesslie community is ill at his home.

Roy Featherstone of Fewell street is a patient at St. Philips Hospital this week. He has been ill for several months.

Mrs. Ethel Williams of McConnellsville had a paralytic stroke of the right side Sunday where she was employed at Dr. Loves. She is now at York Co. Hospital. She has slightly improved during the week. Her daughter-in-law, Mrs. Jones of Charlotte has been with her for several days this week.

The Practical Nurses held their regular monthly meeting at the home of Mrs. Lula Mae Caldwell of Simril St. Nov. 14th. Many business matters were discussed in behalf of the group. After the meeting a delicious course of fried chicken, hot rolls, ice cream and cake was served. Music was rendered by her two sons. Butch at the piano and Sonny with the trumpet. A chant of the Lord's Prayer.

Deaths

Mrs. Lillie Belle Robinson Mobley, daughter of the late Salomia and Sam Robinson, was born in

at the New Zion Baptist church Sunday at two p.m., with the pastor, Rev. J. M. Parsons of Chester, officiating. Burial in church cemetery. Surviving is her husband, Henry Mobley and four sisters, Mrs. Susie Williamson, Mrs. Mamie Brown, Mrs. Sadie Cherry and Mrs. Pearl Sterling; seven brothers, Hilliard, Andrew, Eddie, Willie, Richard and John Robinson all of Rock Hill and Rev. Charlie Robinson of Winston-Salem.

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Roy Featherston of Fewell St. died Friday at St. Philips hospital after several months illness. Funeral services pending arrival of relatives. Surviving is his wife, Mrs. Torabelle Barnette Featherstone, a brother, Charles Featherstone, Brooklyn, N. Y.

Last rites were held for Mrs. Ophelia Massey Brice Thursday afternoon at the Tabernacle A.M.E. Zion church, with the Rev. L. A. Barber in charge. Burial in Foundation church cemetery. Mrs. Massey was the daughter of the late Laura Barnes and Isom Massey, born in Lancaster county. Surviving is her husband, Page Brice; four daughters, Mrs. Buretta Glenn, Mrs. Doris Barber, Mrs. Barbara Ann Durham and Miss Alberta Brice; four sons, Maccelee and Robert Brice of Rock Hill, James and Julius Brice of Washington; eight grand children; two sisters, Mrs. Marie Parker of Hampstead, N. Y. and Mrs. Buenetta Peters of Charlotte; two brothers, Henry Sims of Greensboro and Isom Massey of Philadelphia. Attending the funeral were Mr. and Mrs. James Brice and Julius Brice, Mr. and Mrs. Henry Sims, Mr. and Mrs. B. M. Peters and children; W. H. Witherspoon of Great Falls, Mr. and Mrs. John Moffitt, Arthur Moffitt and Mrs. Annie B. Beckham, all of Newark, N. J.

Mrs. Alice Campbell of Bynum Ave. died Thursday afternoon. Funeral services will be conducted from the Cross Road Baptist Church Sunday, Nov. 19th, at 2 p. m. with the pastor, Rev. L. F. Sanders officiating. Burial will be in church cemetery. Two daughters and four sons survive: Mrs. Corelous Watson of the home and Mrs. Mary Brown also of Rock Hill; John and James Campbell of Richmond, Va., Thomas Campbell of Philadelphia and J. P. Campbell of Rock Hill.

All members of the Cross Road Aid Society are asked to be present at Cross Road Baptist church Sunday afternoon at 2 p.m.

Trinity Baptist
Rev. W. B. Knox, Pastor

9:45 Church school; 11 Worship: Pastor's Topic: "Condemned People"; Communion will follow morning worship; 6 Young People's meeting; 7 Worship: Topic: "Examples."

New Mt. Olivet A.M.E. Zion
Rev. H. R. Hawkins, D.D., Pastor

9:45 Church school; 11 worship. Preaching by Rev. E. S. Anderson; 7:30 program by the Juniors, Mrs. E. P. Gist directress. The Reorganization of the church will begin Monday night and continue through the week.

to take this method to express thanks of appreciation to each of you for all kindness rendered in every way to our beloved sister and aunt Miss Lillie Phifer during her long illness and death. Thanks for the expressions of loyalty as a citizen and as a devout Christian woman expressed by Mayor Luther J. Patterson, The Rev. S. P. Bowles, pastor of the White Presbyterian Church and her ex-pastor Rev. J. J. Blakeney, now called as chaplain to the U. S. Army and the Rev. W. M. Wilson of Concord, who delivered the eulogy and the pastor, Rev. J. E. Gaston of Macedonia Presbyterian church for service. To Dr. and Mrs. Elliott and other white friends for their presence and for the expressions of sympathy and condolence expressed through cards-letters and telegrams. And the many beautiful flowers.

Mr. Wm. Roddey and Family,
Nieces and Nephews.

IN APPRECIATION

We wish to take this method to express thanks to the many kind neighbors and friends for all kindness shown to us during the short illness and death of our beloved wife, mother, sister and aunt; Mrs. Ophelia Massey Brice. Thanks for the expressions of sympathy and condolence, the use of cars and the many beautiful flowers. Especially do we wish to express thanks to the officers and members of Tabernacle A. M.E. Zion Church for their kindness in opening the doors for the funeral, as her church the Foundation A.M.E. Zion Church is undergoing repairs.

Mr. Page Brice and Family.

JOHN DEERE
QUALITY FARM EQUIPMENT
Full line of farm machinery on hand at all times.
Sold On Liberal Terms
COWAN & CO.
1133 Camden Ave. - Phone 4943

Resist THE URGE...
TO TEACH A REAL LESSON TO THE PRACTICAL JOKER WHO SPECIALIZES IN HOT FOOTS!

Obey THE URGE...
TO USE THE LATEST TYPE AND BEST INSULATION FOR...
• WARMTH IN WINTER
• COOLNESS IN SUMMER
SEE CITY LUMBER COMPANY!

CITY Lumber Co.
Lumber & Building Materials
630 N. JONES AVENUE
Dial 3658 • Rock Hill, S. C.

November 27, 1950

Miss Dorothy Jones
Box 42
Winthrop College
Rock Hill, South Carolina

Dear Dorothy:

What's happening on the survey?

Sincerely,

George S. Mitchell

GSM:er

* COPY *

WINTHROP COLLEGE
ROCK HILL, S. C.
Department of Sociology

December 1, 1950

Dr. George S. Mitchell, Director
Southern Regional Council
63 Auburn Avenue, NE
Atlanta, Georgia

Dear George:

After Mr. Phifer left Rock Hill, Mr. A. B. Hawkes of the First Baptist Church took the initiative in working with the Board of Trade in making plans for the Survey.

On last Tuesday, Nov. 28, Mr. Hawkes called together those people who had been tentatively designated as part of a steering committee for the Survey. These included: Mr. McGirt, Principal of Emmett Scott School, Mr. Hawkes, and me. Mr. Hawkes said that he had had great difficulty getting the Board of Trade to find time to make specific nominations of the people to serve on the Steering Committee. Finally, he had gotten suggestions for 4 Negro and 2 white representatives (Mr. Hawkes and me), and a promise that 2 more white nominees would be named by Nov. 30. The Negro representatives, all of whom accepted, are: Mr. McGirt, Mrs. Johnny Mae Robinson - a local mortician, Dr. Goudelock - Pres. of Friendship College, and Dr. Laney - the dentist you and I visited. As of today, the remaining white nominees have not been definitely named, but 2 valuable men have been approached and have agreed to serve, if 2 other equally valuable men decide that they cannot give the time to it.

The present plan is to call a meeting of the Steering Committee next Thursday, Dec. 7. Dr. Allen Edwards, the newly elected Chairman of the local chapter of the SRC, and the officials of the Board of Trade will be asked to attend this meeting. At that time, the group will focus on selecting names of people who will be specially invited to attend a public meeting either the middle of December or early in January. We would like to have a representative from your office at this meeting -- i.e., the public meeting. Please let us know which date would be more convenient. At the public meeting one decision would be concerned with whether or not all or parts of the comprehensive survey will be undertaken. It would be decided then, too, as I understand it, just which people will be responsible for what, and everything will be placed in readiness to get the Survey in full swing as near January 1 as possible. Mr. Hawkes is giving valuable leadership in this undertaking. Any encouragement or information you care to pass on to him would be well placed, I think. We'll try to keep you posted.

As ever,

/s/ Dorothy

* COPY *

December 14, 1950

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

Thanks for writing so promptly about the latest survey developments. We're delighted that everything is going so well.

The tentative meeting dates you mentioned, January 8 or 9 or 10, will be fine. Just let us know when, and we will get someone there.

Have a Merry Christmas, and we'll be seeingyou before too long.

Sincerely,

Jane P. Fleming
Survey Assistant

December 14, 1950

Miss Dorothy Jones
Winthrop College
Rock Hill, South Carolina

Dear Dorothy:

Very nice to see you in Rock Hill and to hear your excellent news.

We thank you a lot.

You all set the date for the meeting you want, and we will get a suitable person or persons there.

I had a pleasant pop-in visit with your mother and father, who were glad to hear you were chipper.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

DEPARTMENT OF SOCIOLOGY

Dec. 9, 1950

RECEIVED
DEC 11 1950

Mrs. Jane P. Fleming
Survey Assistant
Southern Regional Council
Atlanta, Georgia

Dear Mrs. Fleming:

Thanks for your letter of December 4, and also for your prompt action in writing Mr. Hawkes. It paid off.

The "steering committee" met yesterday afternoon with 100% attendance. The two "new" members - the recent appointees of the Board of Trade- are Mr. Anderson Bass, local mortician, and Mr. Joe Roddey, superintendent of the Victoria Mill. We spent a good portion of the meeting yesterday orienting them to the Survey, answering their questions, drawing out their comments and suggestions. All members of the committee made fine contributions, I thought.

We began making a list of people to be invited to the open meeting and we proceeded splendidly with that until our time ran out on us. We adjourned to meet again next Wednesday, December 13, at which time we'll have our individual lists of suggested names all ready to present. We shall probably construct the letter we plan to send out at this meeting, too. The date for the open meeting was tentatively set as January 8 or 9 or 10- in that vicinity. Of course, you will be notified precisely as soon as it is made definite. That may not be until after Christmas. O. K. ? The sentiment of the committee yesterday seemed to run in favor of a comprehensive survey, but final decision on this will be made at the open meeting. There was an enthusiastic and positive spirit pervading the group that met and I hope we can maintain that throughout the future. A clue to a local matter of particular present concern is posed in the problem of fund drives. Rock Hill has a United Fund, but there are four or five agencies that conduct their own separate fund drives - Red Cross, of course- and now Cancer in addition to Infantile Paralysis, Heart Association, and Crippled Children. Biracial membership of agency boards, etc. could grow out of this. Negro members of the committee yesterday mentioned the problem of sanitation in barber shops and cafes. That caught the interest of the rest of the committee. I mention these points merely because I thought you might like to know a touch of the local scene.

See you in January. Merry Christmas ! Enjoyed seeing George and the two Rosalies last Saturday about this time of day.

Sincerely,
Dorothy Jones
Dorothy Jones

December 4, 1950

Mr. Paul D. Williams
3320 Gloucester Road
Richmond, Virginia

Dear Paul:

You will be interested in the enclosed copy of a letter we received today from Dorothy Jones of Rock Hill. It looks as though the Rock Hill Survey is at last just about under way.

We shall plan to attend their public meeting, as they requested, and at that time we will send a report to both you and Mrs. Duffy of their progress so far.

A thousand-dollar check from Independent Aid today -- thanks to Mr. Wheeler, apparently. Nice Christmas cheer!

Sincerely,

Jane P. Fleming
Survey Assistant

December 4, 1950

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

Dr. Mitchell is in Washington this week attending the White House Conference on Children and Youth. I know he will want to write you when he returns, but in the meantime we wanted you to know how happy we are to hear that the Rock Hill Survey is virtually under way. Progress sounds excellent so far.

QSM

We also wanted to let you know right away that we will certainly plan to have someone at your public meeting -- possibly both the Flemings. Either the December or January date would be convenient. (If there is a choice, January would probably be preferable, but either one would be all right.)

Please let us know if we can help in the meantime. We shall write Mr. Hawkes, as you suggested.

Thanks so much for writing us -- it was most cheering news.

Sincerely,

Jane P. Fleming
Survey Assistant

December 4, 1950

Dr. A. B. Hawkes
First Baptist Church
Rock Hill, South Carolina

Dear Dr. Hawkes:

Dorothy Jones has just written us of the most encouraging progress you have made in organizing the Rock Hill Survey.

We are delighted that your Steering Committee has been chosen and that plans are being made for a public meeting. We shall be happy to have someone there from this office, whenever you decide to hold the meeting.

In the meantime, if we can help in any way, please let us know. Everyone is grateful for your hard work and leadership.

Sincerely,

Jane P. Fleming
Survey Assistant

12/4/50

GSM:

Shouldn't you write D. Jones also? (Maybe Dr. Hawkes too, since you talked with him in Rock Hill?)

Please return all this correspondence to me when you have finished with it.

JPF

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

DEPARTMENT OF SOCIOLOGY

December 1,1950

RECEIVED
DEC 3 1950
Southern Regional Council

Dr. George S. Mitchell,Director
Southern Regional Council
63 Auburn Avenue,N.E.
Atlanta, Georgia

Dear George:

After Mr. Phifer left Rock Hill, Mr. A.B. Hawkes of the First Baptist Church took the initiative in working with the Board of Trade in making plans for the Survey.

On last Tuesday, November 28, Mr. Hawkes called together those people who had been tentatively designated as part of a steering committee for the Survey. These included: Mr. McGirt, Principal of Emmett Scott School, Mr. Hawkes, and me. Mr. Hawkes said that he had had great difficulty getting the Board of Trade to find time to make specific nominations of the people to serve on the Steering Committee. Finally, he had gotten suggestions for four Negro and two white representatives (Mr.Hawkes and me) and promise that two more white nominees would be named by November 30. The Negro representatives, all of whom accepted, are: Mr. McGirt, Mrs. Johnny Mae Robinson, a local mortician, Dr. Goudelock, President of Friendship College, and Dr. Laney, the dentist you and I visited. As of today the remaining white nominees have not been definitely named, but two valuable men have been approached and have agreed to serve, if two other equally valuable men decide they cannot give the time to it.

The present plan is to call a meeting of the Steering Committee next Thursday, December 7. Dr. Allen Edwards, the newly elected Chairman of the local chapter of the Southern Regional Council, and the officials of the Board of Trade will be asked to attend this meeting. At that time the group will focus on selecting names of people who will be specially invited to attend a public meeting either the middle of December or early in January at which time the whole idea and plan of the Survey will be presented. We would like to have a representative from your office at this meeting, i.e. the public meeting. Please let us know which date would be more convenient. At the public meeting one decision would be concerned with whether or not all or parts of the comprehensive survey will be undertaken. It would be decided then, too, as I understand it, just which people will be responsible for what, and everything will be placed in readiness to get the Survey in full swing as near January 1 as possible. Mr. Hawkes is giving valuable leadership in this undertaking. Any encouragement or information you care to pass on to him would be well placed, I think. We'll try to keep you posted.

As ever,

Dorothy

Rock Hill

December 20, 1950

Mrs. Ellen O'Gorman Duffy
Natl. Conference of Christians and Jews
381 Fourth Avenue
New York, New York

Dear Mrs. Duffy:

We have cheering news from Rock Hill. The minister who has been chairman of the idea of having a survey finally got the Board of Trade people to sit down and help make up the central committee. A good steering committee has been chosen, people apparently who have the confidence of both white and Negro citizens. The steering committee is calling a public meeting in mid-January officially to launch the survey.

We have been asked to have a consultant present at that meeting, and expect to send you a more detailed progress report at that time.

In cooking up every one of these surveys, we have occasion to recall what I once heard an official of the Department of Agriculture say: It takes longer to make a dairy cow than it does to make a battleship. Apparently these democratic processes move slowly.

We continue to be grateful for the help provided by the NCCJ. It is as yet intact, but will begin to be drawn upon pretty soon.

Sincerely,

George S. Mitchell
Executive Director

GSM:er

THE NATIONAL CONFERENCE OF CHRISTIANS & JEWS, INC.

FOUNDED 1928

"—to promote justice, amity, understanding and co-operation among Protestants, Catholics and Jews, and to analyze, moderate and finally eliminate intergroup prejudices which disfigure and distort religious, business, social and political relations, with a view to the establishment of a social order in which the religious ideals of brotherhood and justice shall become the standards of human relationships." (NCCJ By-laws)

COMMISSION ON COMMUNITY ORGANIZATIONS

381 FOURTH AVENUE, NEW YORK 16, N. Y.

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Chairman

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Nat. Commander Jewish War Vets, U.S.A.

EUGENE S. BRIGGS
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PAUL D. WILLIAMS
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MATTHEW WOLL
Pres., Labor Lg. for Human Rights, A. F. of L.

ELLEN O'GORMAN DUFFY
Director

BROTHERHOOD WEEK FEBRUARY 18-25, 1951

Honorary Chairman
THE PRESIDENT OF THE UNITED STATES

General Chairman
ERIC JOHNSTON

Community Organizations Chairman
RALPH J. BUNCHE

January 4, 1951

Mr. George S. Mitchell
Southern Regional Council, Inc.
Room 432
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

I am sorry to have delayed answering your letter of December 20th, but Mrs. Duffy is out of town at the present time and is expected to return in about another week or two. I therefore took the liberty of forwarding a copy of your letter to her.

Mrs. Duffy thanks you for your wonderful news and will direct her attention to your letter immediately upon her return to this office.

Sincerely yours,

Gertrude Gerlack

Mrs. Gertrude Gerlack
Secretary to Mrs. Duffy

RECEIVED
JAN 8 1951
Southern Regional Council

January 5, 1951

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

This will confirm our telephone conversation of yesterday about the survey meeting -- January 18 (Thursday), 7:30 PM, Friendship College. Right? Both Harold and I will drive over that day and will plan to be there in time to accept your nice invitation to dinner. Shall we plan to meet you at 6:00 PM at the Main Dining Hall? (I think we can find it, as we looked for you there last June!)

What do you suggest about a place to stay in Rock Hill? If the hotel is OK, would you be good enough to make a reservation for us there for the night of the 18th? We'd appreciate it.

Also, a couple of questions about what will be expected of us at the meeting -- just general advice on questions that come up, or what? We were wondering if the Steering Committee had decided whether or not the survey was to be a comprehensive one, or whether that question would be decided at the time of the meeting. Also, whether any preliminary work would have been done by the time of the meeting to line up the various subcommittees (fact-finding) and their chairmen?

Enclosed is the check for $50.00 which you requested.

We are looking forward to seeing you on the 18th.

Sincerely,

Jane P. Fleming
Survey Assistant

Encl.

January 11, 1951

Miss Dorothy Jones
Box 42
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

Thank you for your letter with the information about the meeting. And thank you very much for making our hotel reservation for us -- we are most grateful.

The work that you and the rest of the Committee have done in organizing the survey and planning the meeting is really an excellent job, and we are looking forward to being present when the survey is officially launched.

Perhaps we might serve most usefully in an advisory capacity, to be called on during the meeting as specific questions come up in the course of discussion. But we will come prepared to give a brief explanation of the experiences other communities have had in making self-surveys.

Since you told me over the phone last week that you had never seen a copy of our letter to Mr. Phifer about the financial arrangements, and since you are now the Survey Secretary-Treasurer (which we were delighted to hear!), I am enclosing a copy for you in this letter.

Harold and I will plan to meet you at Joynes Hall between 5:45 and 6:00 on the 18th.

Thank you again for everything.

Sincerely,

Jane Fleming

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

January 8, 1951

DEPARTMENT OF SOCIOLOGY

Mrs. Jane P. Fleming
Southern Regional Council
Atlanta, Georgia

Dear Mrs. Fleming:

Thank you for your letter of confirmation and the check for $50.

I have engaged a room for you and your husband at the Andrew Jackson Hotel for the night of January 18. We will have dinner at Joynes Hall, the faculty dormitory, and not in the main dining room. Joynes Hall is at the right of the circle in front of the Music Conversatory. I'll be expecting you between 5:45 and 6:00.

I asked Mr. Hawkes to tell me what he wanted you to do at the meeting. He will make an introductory explanation. Then, he will call on you for a formalized presentation of what other communities have done in conducting similar studies, or really he wants you to make whatever presentation you consider to be advisable.

The Steering Committee held three sessions during which the members brought in names of local citizens who should be invited specially to the January 18 meeting. The names* were grouped according to the persons' special interests in one of 12 selected fields. I am enclosing a copy of the letter Mr. Hawkes composed and which is being sent to the citizens listed by the Steering Committee. The Steering Committee decided that it would be advisable to have a chairman and co-chairman for each of the 12 selected fields of study. If the chairman is white, the co-chairman is Negro and vice versa. The persons deemed appropriate for these roles have been selected and approached and most of them have agreed to serve. On January 10, the Steering Committee will meet with these chairmen and co-chairmen and explain the Survey more explicitly, answer questions, etc. A reporter from the local newspaper will be invited to this meeting, too. He will be given full information about the Survey and asked to prepare a news story to be released next Saturday, January 13 - describing plans and philosophy of the Survey and inviting the public to the January 18 meeting. Spirit so far is running high, and recently things have gone so favorably we feel sort of sure we'll have to face a snag or two soon.

I am looking forward to seeing you and your husband one week from Thursday.

Sincerely,

Dorothy Jones

Dorothy Jones

Best of wishes to George.

Hotel
Auto.
Own part
Dinner
for auto.

*Approximately 275.

RECEIVED
JAN 11 1951
Southern Regional Council

Rock Hill, S. C.
January 9, 1951

Dear Fellow Citizen:

In Re: A Home Town Self-Survey

Towns, like people, need to stop occasionally and take a look at themselves. We in Rock Hill know that we live in a "Good Town" and we are proud of it. But, deep down in our hearts, we also know it is not as good as it should be - and all of us want to make ours a BETTER town.

Looking toward that end, some of us have been thinking and planning for several months. We have gone before the Board of Trade Directors and have obtained their approval and cooperation. A Steering Committee, composed of community leaders both white and Negro, has been formed and has been working toward making a Home Town Self-Survey which will be a COMMUNITY UNDERTAKING with the citizens themselves doing the planning, surveying, and recommending. The same sort of thing has been done in Jacksonville, Florida and in Greenville, South Carolina and in many other communities in the South.

We feel that you as a good citizen are deeply interested in improving our community, so we are asking you to assist in this Survey. Please meet with us on Thursday, January 18, at 7:30 p.m. in the Friendship College Auditorium-Gymnasium when the Survey will be fully explained by the Steering Committee and by someone trained in the field of community organization.

After ample time for questions and discussion from the floor, we will break up into groups - perhaps twelve - each one to discuss, plan, and organize for that particular field. We would like for you to serve on the _____ Committee, but you will feel perfectly free, of course, to serve on any committee you desire.

Earnestly desiring your cooperation, and hoping to see you on January 18, we are,

Sincerely yours,

Anderson Bass
Allen D. Edwards
J. H. Goudlock
Dorothy Jones
W. R. Laney
R. W. McGirt
Johnnie Mae Robinson
Joe Roddey

A. B. Hawkes

A. B. Hawkes, Acting Chairman

RECEIVED
JAN 11 1951
Southern Regional Council

January 17, 1951

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

We are mailing today the two leaflets you want the one on the self-survey, and "What Kind of South Do You Want?" (We are sending 250 of the latter, which is all we can spare.) I do hope they can do some good in your "educational campaign".

We are sorry that your plans for the Survey will have to be postponed, but if the delay results in greater local initiative and participation, it will be all to the good.

Let us know what happens. We'll be ready to help if needed (as discreetly as necessary!).

Sorry we didn't have a chance to meet you this time.

Sincerely,

Jane Fleming

MEMORANDUM

Date: January 16, 1951

Re: Telephone ~~conversation~~ call from Dorothy Jones at Rock Hill to JPF.

The public meeting and launching of the Rock Hill Survey has been indefinitely postponed as a result of "negative reactions" after the 250 letters of invitation went out and a press notice of the meeting and survey ~~was~~ had been published. As a result of these reactions, the Board of Trade at first considered withdrawing its endorsement of the Survey, but later was persuaded to reconsider.

Main criticism seemed to be that of "outside money" and "outside interference". Dorothy Jones stated that those Board of Trade members who were familiar with the Survey and were members of the Steering Committee were OK on this issue, but that the whole Board of Trade had not been sufficiently informed, both about the Survey and about the SRC's part in it.

Concerning the "outside money" issue, when asked about the financing of the Survey, the Steering Cttee had stated that the SRC was helping /I don't know whether or not the NCCJ has ever been mentioned in connection with the money, but I doubt it, from what D. Jones said -- JPF/. The response to this, from those critical of the whole undertaking, apparently was that the SRC must have ulterior motives in lending such financial aid to the Survey in Rock Hill.*

The Committee has decided, apparently after consultation with the Board of Trade, to return the $50.00 which we have already sent them. ($32.00 of this amount is unspent and will be returned immediately; they will raise the rest and return it as soon as possible.) The plan is to raise the money for the Survey locally. D. Jones said that they had received several offers of money for such a fund. I told her that we would be highly in favor of such a plan, and that if the Survey were locally financed, it would probably be a much stronger undertaking in the long run. (I asked her to emphasize our approval of this plan.)

leaflets sent - 1-17-51 (no Manuals avail. yet)

She requested at least 250/copies (preferably 500) of "What Kind of South Do You Want?" and the Self-Survey leaflet -- also a number of Manuals when they are available. They feel that, despite the delay in plans, this may provide a wonderful opportunity to do some spadework and educating about SRC, as well as the Survey.

I suggested that someone from Greenville, who could explain to them just what one specific, concrete survey involved, and also just what the Council's role had been there, would perhaps help allay suspicion. But she replied: "I don't

they want anyone from outside Rock Hill -- not even from York!"

She stressed the fact that this did not mean an end to the Rock Hill Survey -- just a delay, which might prove fortunate in the long run. The Steering Committee (now enlarged to include the Co-Chairmen of the sub-committees) will meet this week anyway, and continue working on the project.

She promised to write more fully about all this right away.

JPF

Questions:

1) Disposition of NCCJ's $500.

2) SRC's role as survey consultant, in view of attitude toward "outside" help.

* She said that all our correspondence with them could be quoted verbatim to show conclusively that we had no such motives — that we need not worry about that.

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

January 17, 1951

DEPARTMENT OF SOCIOLOGY

Mrs. Jane P. Fleming
Southern Regional Council
Atlanta, Georgia

Dear Mrs. Fleming:

This letter substantiates the telephone conversation which we had yesterday notifying you of the postponement of the public meeting scheduled for January 18 as a "kick-off" meeting for the Rock Hill Home Town Self-Survey.

Dr. A. B. Hawkes, Acting Chairman of the Survey Steering Committee, called a special meeting of the original Steering Committee (did not include chairmen and co-chairmen of the 12 Survey study committees) on the afternoon of January 15. All members were present. Bd of Trade Members Dr. Hawkes explained that Mr. Roddey and Mr. Bass had received intensely negative reactions to the Survey. The principal factors in these reactions had to do with use of money from "an outside source", lack of public understanding of the purposes of the Survey, misconceptions about how the Survey would be conducted, general unfamiliarity with the Southern Regional Council.

The Steering Committee decided to: 1) postpone the public meeting scheduled for January 18; 2) return to the Southern Regional Council the $50. advanced for the Survey - money already used from this $50. to be raised by Mr. Roddey and others; 3) notify Mrs. Fleming that the meeting has been postponed; 4) send to all persons on the Survey mailing list a card with the following statement: "In the better interests of the Home Town Self-Survey and until the public has a clearer understanding of the purpose of this Survey, it has been decided to postpone the meeting which you have been invited to attend at the Friendship College Gymnasium-Auditorium on Thursday night, January 18." Signed by A.B.Hawkes, Chairman, R.W. McGirt, Co-Chairman; 5) ask Dr. Edwards to give a similar statement to the Evening Herald; 6) call the whole Steering Committee together at a date in the near future to discuss plans for further procedure; 7) ask the Southern Regional Council to send 500 leaflets which explain the aims and organization of the Southern Regional Council, so these can be distributed in the community.

I am enclosing a check for NH $29.95 and will forward you the balance of the $50. as soon as I receive it from Mr. Roddey. We'll keep you posted on the progress of the Survey.

NH will send receipt

Sincerely,
Dorothy Jones
Dorothy Jones
Secretary-Treasurer

RECEIVED
JAN 18 1951
Southern Regional Council

January 24, 1951

Miss Dorothy Jones
Box 42
Winthrop College
Rock Hill, South Carolina

Dear Miss Jones:

We thought that this evidence of the growing popularity of the self-survey movement might be useful and encouraging to you.

Sincerely,

Jane Fleming

Enclosure: Letter from Weekley (Greenville) re Southern Conf. of Comm. Chests and Councils.

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

DEPARTMENT OF SOCIOLOGY

February 2, 1951

RECEIVED
FEB 5 1951
Southern Regional Counc

Mrs. Jane Fleming
Southern Regional Council, Inc.
63 Auburn Ave., N.E.
Atlanta 3, Georgia

Dear Mrs. Fleming:

Thank you for sending us the note from the Greenville Community Council indicating the growing interest in the Self-Survey.

Our Steering Committee has not met again because Mr. Hawks has been too busy to call a meeting. Mr. Roddey has sent in a check for $50., but Mr. Hawks suggested we hold it until the Steering Committee meets. I'll let you hear from me as soon as we have that meeting.

Cordially yours,

Dorothy Jones

Dorothy Jones
Professor of Sociology

DJ/pb

February 20, 1951

Mr. Harry M. Wilson, Regional Director
National Conference of Christians and Jews
513 Pan-American Building
New Orleans 12, Louisiana

Dear Mr. Wilson:

We are happy to give you the information you requested in your letter of February 17.

The Southern Regional Council served as professional consultant in the Greenville, S.C., self-survey last year. The survey itself was planned, organized, and carried out by Greenville citizens themselves, with SRC -- at the request of the local Survey Committee -- providing assistance on such technical phases as the fact-finding and the publication of the final survey report. Follow-up action is still continuing in Greenville as an integral, long-range part of the whole survey.

We are sending you separately copies of the Greenville survey report, "Greenville's Big Idea", and a report on an earlier self-survey in Jacksonville, Fla., in which SRC also served as professional consultant.

The Commission on Community Organizations of the NCCJ has made us a small grant to assist SRC in providing services to a projected self-survey in Rock Hill, S.C. The Rock Hill survey, however, is still in its organizational stages. Its Steering Committee has just been set up and the actual fact-finding has not yet begun, so we have no material on the Rock Hill project which we could send you at this time.

If we can be of further help to you, please let us know.

Sincerely yours,

(Mrs.) Jane P. Fleming
Survey Assistant

HONORABLE DELESSEPS S. MORRISON, *Mayor of New Orleans*
National Vice-Chairman, Brotherhood Week

TELEPHONE CANAL 3760

THE NATIONAL CONFERENCE OF CHRISTIANS & JEWS, INC.

FOUNDED 1928

American Brotherhood

"—to promote justice, amity, understanding and co-operation among Protestants, Catholics and Jews, and to analyze, moderate and finally eliminate intergroup prejudices which disfigure and distort religious, business, social and political relations, with a view to the establishment of a social order in which the religious ideals of brotherhood and justice shall become the standards of human relationships." (from the By-laws)

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HARRY M. WILSON

LOUISIANA-MISSISSIPPI REGION
513 PAN-AMERICAN BUILDING
NEW ORLEANS 12, LA.

February 17, 1951

Miss Agnes McCoy, Secretary
Southern Regional Council, Inc.
63 Auburn Avenue, NE
Atlanta 3, Georgia

Dear Miss McCoy:

Please give me some information concerning community projects which Southern Regional Council is developing in Greenville and Rock Hill, South Carolina. If you have reports on these I should like to have them for my files .

I have the impression that one, or both of these, has been undertaken in cooperation with the National Conference of Christians and Jews. Is my information correct?

With every good wish, I am

Sincerely yours,

Harry M. Wilson

Harry M. Wilson
Regional Director.

RECEIVED
FEB 19 1951

BROTHERHOOD WEEK
FOR PEACE AND FREEDOM

March 1, 1951 -

On call of Dr.A.B.Hawkes, Chairman, the members of the Steering Committee of the Home-Town Self-Survey met at 4:30 p.m. at the Palmetto Branch Library. Those present were: Dr. Hawkes, Mr.Anderson Bass, Dr.Allen Edwards, Dr. J.H.Goudlock, Miss Dorothy Jones, Mrs. Johnnie Mae Robinson, and Mr. Joe Roddey. Mr. McGirt came to the meeting, but was called away before the meeting began. Dr. Laney, the other member of the Steering Committee was at Johns Hopkins under medical treatment.

Dr. Hawkes presided and opened the meeting with prayer. Since sponsorship for the Survey could no longer be expected from the Board of Trade, as originally planned, the Steering Committee decided that its membership would continue intact and constitute a committee to be known as Rock Hill Community Survey Committee. Dr. Hawkes said that he could not possibly continue to serve with the group because he had more obligations than he could handle, but he offered to cooperate in any way he could, especially in giving "educational" talks before local civic and social groups. Dr. Edwards was elected Acting Chairman and each committee member was asked to bring suggestions for a Chairman to the next meeting of the committee.

In relation to the SURVEY, the Committee resolved to proceed as follows: 1. to order 12 MANUALS from the Atlanta office of the Southern Regional Council;

2. to meet on call of the Acting Chairman after the MANUALS are received;

3. to use these revised Survey MANUALS as a sort of "pilot" study for obtaining facts about the Rock Hill community - the work on this to be done by the Steering Committee as a means of locating especially "sensitive" areas or phases within the community, and as a basis for determining whether or not Rock Hill is "ready" or "able" to conduct a real Home Town Self-Survey;

4. to carry on a widespread "educational" campaign to acquaint the citizens of Rock Hill with the possible aims, values, and procedures of a Home Town Self-Survey - this to be achieved through face-to-face personal contacts, talks to civic and social clubs, and possibly through enlarging membership in the local chapter of the Southern Regional Council, now Rock Hill's only biracial organization;

5. to return to the Southern Regional Council at Atlanta the $20.05 residue from the $50. advanced to the Steering Committee for purposes of the Survey - $29.95 already having been returned - (The $50. was raised locally by Mr. Roddey;

6. to express to the Southern Regional Council appreciation for the $500 offered for the Rock Hill Self-Survey and to ask that this money be held in reserve for the Rock Hill Survey, if that is possible.

Respectfully submitted,

Dorothy Jones

Dorothy Jones
Secretary-Treasurer

March 8, 1951

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, South Carolina

Dear Dorothy:

Thanks for the minutes, and for such encouragement as I could extract from them that Rock Hill is really going to find a way to make a survey. Keep working at it. The plans for pilot work are all right, and may fetch it through. But I am disappointed that the city wouldn't rally to do a job nowabouts that it could be proud of.

The way to progress is for those who have place and authority to answer grievances, soundly and in an adjusted way. And the best way to do that is through the survey.

We still haven't finished writing an introduction to the otherwise complete MS for the revised manual, and with that to do and the printing, we make you a pretty firm estimate of six weeks for delivery of the twelve new ones. Wish it could be sooner.

I'll write the NCCJ that prospects for a good-sized Rock Hill survey are now removed by several months, and even then will depend upon how well opinion can be rallied. That will give the NCCJ the alternatives of (1) withdrawing the five hundred, (2) offering it for some other town, (3) leaving it with us, to be available for somebody else or for Rock Hill, whichever may first need it.

I still think the idea will come all the way back, in Rock Hill. It's right, and it isn't too hard.

The very best,

GSM:er

George S. Mitchell

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

DEPARTMENT OF SOCIOLOGY

March 2, 1951

Dear George:

I am taking for granted that the "minutes of the meeting" which I am enclosing herewith will convey to you the details of our most recent action in relation to the Home Town Self-Survey. If you find them inadequate, please do not hesitate to question me further on any points of interest to you.

sent & billed 5/9/51 $6.18

Could you send us 12 Survey Manuals (rev.ed.)? I'll send you a check for them.

NH

The enclosed check for $20.05 is the balance on the $50 which you forwarded us for the Survey. We now have $29.95 in our treasury, and as you will note from the minutes we are set up as self-appointed, interested citizens to constitute a working group to keep the Survey idea alive and growing, and really to find out experimentally whether or not we can plan within a matter of months or a year to launch a real Home Town Self-Survey. Suggestion for this procedure originated with Mr. Joe Roddey and received unanimous approval of the Steering Committee. Before he made the proposal all Negro members of the committee expressed opinions that the Survey be abandoned until "more educating could be done". Mr. Roddey's idea was that exploring a little with the small Steering Committee membership, gradually enlarging, provided the best way for educating.

We'd be glad to have your comments.

As ever,

Dorothy

RECEIVED
MAR 5 1951
Southern Regional Council

The Methodist Church
325 S. Confederate Avenue
P. O. Box 867
Rock Hill, South Carolina

Madison Waldo Lever
Minister

May 2, 1951

Southern Regional Council
63 Auburn Ave., N.E.,
Atlanta 3, Ga.-

Dear Sirs = At our monthly meeting of the Rock Hill Ministerial Ass'n., we had the "Self-Survey" plan discussed by Prof. A. D. Edwards of Winthrop College.-

Please send me your literature and particulars on the S.R.C. work.-

Yours for Better Communities
(Rev.) M. W. Lever
P. O. Box 867
Rock Hill, S.C.

RECEIVED
MAY 3 1951
Southern Regional Council

Send manual, Big Idea, Punch
5/9/51

Self-Surveys

October 9, 1951

Mrs. Elsie L. Wilson
Council of Social Agencies
Box 141
Shreveport, La.

Dear Mrs. Wilson:

I remember when you called from the station I expressed the hope that the Council could send a-traveling its new survey assistant there to you before early October.

She came to work September 15. She is competent and can be helpful all around, but I think it is best to keep her here until later in the fall. She doesn't really as yet know enough about the Council and about surveys. So I guess it's after your Chest drive is out of the way before we get her over to you.

Her name is Anna Holden, of Ocala Florida. Florida State at Tallahassee and a year and a summer at Chapel Hill as a graduate student in sociology.

Sincerely,

George S. Mitchell
Executive Director

GSM:ec

Survey

November 5, 1951

Mrs. Elsie L. Wilson
Council of Social Agencies
715 Travis St.
Shreveport 82, La.

Dear Mrs. Wilson:

We are prepared to send our new survey assistant, Miss Anna Holden, on her travels. She goes up to Kentucky the middle of this month.

If it would be suitable for her to stop in on you at Shreveport about December 4, that would fit with our present tentative plans. Our hope would be that in a couple of days' time she could get some understanding of what you are doing.

I want her also to go to Ruston, Texarkana, Lafayette, New Orleans, and Baton Rouge in the course of this Louisiana Journey.

If the suggested date is not suitable or if the whole mission is for any reason not in accordance with your plans, please let us know.

Sincerely,

George S. Mitchell
Executive Director

GSM:ec

Agriculture
~~Rural~~
~~farming~~

December 17, 1951

Lilly Endowment, Inc.
Room 914
Merchants Bank Bldg.
Indianapolis, Ind.

Dear Sirs:

Caroline Gillespie wrote me that on behalf of the project to establish a Rural Community Center in the vicinity of Hartsville, South Carolina, application is being made to the Lilly Endowment for a grant.

I myself have put a good many years into efforts to build in the rural South a stable, democratic society. At long last the material means of getting that have come into existence. The various educational programs of the Department of Agriculture in farm management and in soil conservation make accessible, even to the hitherto humble, knowledge of the new and rewarding kinds of farming. And the credit is available, through the Farmers Home Administration or through other public or private agencies, through the use of which ambitious farmers can attain the stable ownership of farms of adequate size. Rural electrification is almost complete, and that is bringing in its wake running water and kitchen sinks and refrigerators and bathrooms, out in the country. Rural housing has vastly improved in the last few years, and the law and the credit is on the books to enable still more rapid improvement in that in the next few years--if construction costs should level out. Negro schools are going to come abreast of white schools quickly and perforce. Roads are already good and are getting better. Rural telephones will come soon. All of which is to say that the material groundwork of a sound rural society, even in the old plantation and tenancy-ridden parts of the South, has been laid.

But to my mind nobody has yet quite touched the springs of ambition within the rural Negro population of the South. The rural Negro church is in rapid decay. Negro community life persists, but at an elementary level. I quite recognize that this is mainly because of the traditional and institutional discriminatory pressure of the white South. Yet discrimination fattens upon what it feeds. Under its pressure Negro cultural advance is slow, and because of that slowness the white people argue justification of their attitudes.

What Caroline Gillespie is after is a demonstration in breaking the circle. One of the nice things is that she is working with the understanding and approval of the white community as well as of the Negro community in her area. She wants to contrive, with the fullest possible measure of local financial support, local cultural opportunities for Negro farm people. She has got hold of something that is important and that has been almost entirely neglected in all the effort that has gone into making possible the material changes spoken of earlier. Those advantages won't be used unless there is a popular cultural drive to reach for them and to make them bear fruit, community by community.

She's in a part of South Carolina perfectly adapted to what she wants to try. It's rich land with a mainly Negro population. And in the area of unusually strong survivals of the wish of white citizens to be genuinely and unpatronizingly helpful to the Negro community in transition to a fully democratic society. She herself was brought up on the land--on that land--and knows everybody, white and Negro, for miles around, intimately. She's level-headed, she's experienced, and she's imaginative. More, she is sincere and equal in her friendship with the people of the countryside.

So it's a pretty good spot for an effort in finding a cultural stimulus to material change.

If I had $100,000, I would think I would be making mighty good use of $10,000 of it to see what Caroline Gillespie and her friends in that neighborhood could bring up out of the people.

Sincerely,

George S. Mitchell
Executive Director

GSM:ec

Self-Survey
La.

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

RECEIVED
JAN 14 1952
Southern Regional Council

January 9, 1952

Dr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Room 432
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Dr. Mitchell:

We shall be delighted to have Miss Holden visit with us this month. January 17 is already full, and I should like to suggest that she come the first of the following week, perhaps for the 21st through 23rd. There will be a Board meeting of the Council on the 23rd and I could plan for some special groups meetings on the 21st and 22nd.

I appreciate your kindness very much.

Sincerely yours,

Elsie L. Wilson

Elsie L. Wilson
Executive Secretary

ELW:mh

January 14, 1952

Mrs. Elsie L. Wilson
Council of Social Agencies
715 Travis Street
Shreveport, La.

Dear Mrs. Wilson:

The dates you suggested were quite satisfactory. I shall arrive in Shreveport Monday, January 21 at 1:30 pm and will stay through Wednesday, January 23.

Unless you send other directions I will contact you at the Council of Social Agencies as soon as possible after I arrive.

Looking forward to visiting Shreveport,

Sincerely,

Anna Holden
Research Assistant

January 5, '52

Mrs. Elsie L. Wilson
Council of Social Agencies
715 Travis Street
Shreveport, La.

Dear Mrs. Wilson,

I want to send Miss Holden a'travelling again, and we have hit on January 17 and 18 for her to be in Shreveport, if that is a workable time with you. She would go first to New Orleans, then to Lafayette, then Shreveport, Texarkana, Ruston, and home. Her dates cane be quite flexible, and the whole trip could be altered if that would be best with you.

Please let us know how you are fixed for a visit.

Sincerely,

George S. Mitchell
Executive Director

Clearcopy Graphics
MADE IN U.S.A.

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

December 10, 1951

RECEIVED
DEC 12 1951
Southern Regional Council

Miss Anna Holden, Survey Assistant
Southern Regional Council, Inc.
Room 432
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Miss Holden:

Thank you so much for your offer to change the date of your visit to us and come in January. That will help tremendously. The last week or ten days of a campaign is time-consuming, and I am sure that a January visit will be of far greater help.

The survey sheets are being transferred to punch cards as rapidly as they are coded and checked. This process should be completed about January first. Then we'll be ready to go ahead with tabulations.

I am looking forward with great pleasure to having you with us. My best regards to Harold and Dr. Mitchell.

Cordially,

Elsie L. Wilson

Elsie L. Wilson
Executive Secretary

mh

November 20, 1951

Mrs. Elsie L. Wilson, Executive Secretary
Council of Social Agencies
715 Travis Street
Shreveport, La.

Dear Mrs. Wilson:

Harold Fleming turned over your letter to me upon my return from Kentucky.

Your account of current activity on the survey sounds like you are doing a big job and doing it thoroughly. I am quite anxious to get in on it.

Since the 4th of December and days close to the 4th sound rather full perhaps it would be best for me to postpone my visit until after Christmas, possibly at the same time Dr. Mitchell goes out to meet with your Negro leaders. If this time will suit you better, would you decide on the best date for you and your survey people and let us know?

Looking forward to hearing from you soon,

Sincerely,

Anna Holden
Survey Assistant

11/16/51

GSM:

Do you think, in the light of this letter from Elsie Wilson, that Anna should defer her visit to Shreveport until January? What Shreveport is doing is evidently of the greatest moment to us, and it would be a pity if Anna went at a time when she could get only scattered and harrassed moments with Elsie Wilson.

Yes GSM HCF

November 13, 1951

Mrs. Elsie L. Wilson, Executive Secretary
Council of Social Agencies
715 Travis Street
Shreveport, Louisiana

Dear Elsie:

Dr. Mitchell is out of town this week, so I am writing to acknowledge your letter of November 8.

Exciting is the word for it. The truth is that nobody previously has quite succeeded in carrying off the difficult housing part of a self-survey as it should be done. Now Shreveport has done it, and done it in bang-up style.

All of us here will be glad to help in every way we can (and I suspect we will be learning from you, in turn). At the moment, Anna Holden is away on an exploratory trip to Kentucky. Both she and Dr. Mitchell will be back in the office on Monday and, I'm sure, will write you promptly.

Harold Weekley just sent me a copy of the October "Community", which carries a summary of our panel discussion at Biloxi. It was nice to be reminded of that pleasant experience.

Best regards.

Sincerely,

Harold C. Fleming
Director of Information

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

November 8, 1951

RECEIVED
NOV 12 1951

Dr. George S. Mitchell, Executive Director
Southern Regional Council, Incorporated
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Dr. Mitchell:

We took as our major task to be completed before Campaign started, the House-to-House Canvass of the Negro community. That has been completed with greater success than any of us thought possible. According to the 1940 census and to other available data it has been estimated that there are approximately 11,000 Negro dwelling units in Shreveport. Our count shows 10,986 completed returns. Over 9,000 were turned in within a period of two weeks. It was the most phenomenal job of volunteer work I have ever seen.

Our preparation and public relations program was thorough. We used all media - newspapers, radio, Chamber of Commerce, Ministerial Association, schools, clubs and organizations. There was a small steering committee, white and Negro, and these people made themselves available for meetings at any time. This special group was hand-picked; there was no one who could profit from such a study, each is outstanding in the community, all races and major religions were represented. The School Board passed a resolution of approval; there was a mass meeting of all teachers.

We wound up with 700 selected Negro volunteer workers, 350 of whom were school teachers and principals, 50 of whom were selected high school seniors; the rest were carefully chosen professional and business men and women. The community was divided into 22 natural neighborhoods, with a chairman and co-chairman for each. Block assignments were made in duplicate on 3 by 5 cards, and rosters of workers kept.

Finally we made a dry run to test the form, as a result of which we wrote instructions. Then we held seven training sessions in different parts of town on four nights in one week.

The I.B.M. Corporation gave final approval to the form and designed it for printing. They have made one employee available as a volunteer to train and supervise 30 Junior League volunteers who are now coding the forms at I.B.M.

When this is finished we are having I.B.M. punch cards made - at cost - from which tabulations can be made.

Concurrently with this the other several committees are either hard at work or waiting for tabulations. The Welfare Committee is working; that on Law Enforcement has undertaken an exhaustive piece of work; Health and Medical Care, Housing, Education, etc., are active.

Now we come to planning for next steps and these are my thoughts:

1. We would like to plan a meeting for all the Negro leadership, the Sponsors Committee, and the other sub-committees and ask that you talk at that meeting about the possibilities for long-range planning based on this kind of study. One primary concern is for the type of permanent organization which would be best for carrying forward a program based upon the study.

2. We need the technical assistance of Miss Holden in planning for what we want to tabulate from the forms, and any other suggestions she could make to the committees.

3. Later we need assistance with editing and publication.

4. One member of the committee is exploring the possibilites of making a documentary film, which I want very much to do.

Our Chest Campaign is always late by design, but this year is even later than usual in order to avoid conflict with a 20 million dollar bond issue for schools. Our third report meeting is scheduled for December 4, and the final one for December 11. I fear that there would be little time to devote to working with Miss Holden on December 4, though I shall certainly do all I can to take advantage of her time here. On the 5th or 6th I could plan for some time with her and for her to work some with committee members and the folks at I.B.M. We shall do all we can to profit from her visit, though she will find us in a whirlwind of activity. We need and want her assistance.

We also want your promised visit very much, but I believe that we would profit most if we could plan for it early in 1952, perhaps in January. Father Joe Gremillion and I have frequent conversations about getting you over here. He has been actively interested in the entire project.

Thank you for all of your very great help and for the encouragement which you have given. We are all very grateful, I most of all.

Let us know more specifically about Miss Holden's schedule when she is further along with her plans.

I enclose a copy of the form and the instructions. Wording of the instructions was done by a small Negro committee, to be sure of exact shades of meaning in this particular locality.

Thanks again, and my best regards to you and to Harold Fleming.

Sincerely,

Elsie L. Wilson

Elsie L. Wilson
Executive Secretary

ELW:mh
cc: Mr. Frank Hemenway, Jr.
Mr. William A. Peavy
Encl. 2

Council of Social Agencies
Shreveport, Louisiana

HOUSE-TO-HOUSE CANVASS
NEGRO COMMUNITY SURVEY

INSTRUCTIONS FOR THE VOLUNTEER WORKERS

GENERAL SUGGESTIONS

1. You are a Volunteer Worker, out to secure information for an important and good cause. You have the biggest job to do in this whole Survey. First, you must be able to explain your visit in a way which will make it easiest to get the information needed. In order to do this, make your visits friendly. Break the ice by introducing yourself and telling your occupation or profession.

2. In many instances every house on a block or in a section is alike. Answers to many questions will be the same for each house in such an area. For example: sanitation; water; toilet facilities; distance from transportation; paving and street lighting; size of yard space. It is not necessary to ask these questions each time, but it is MOST IMPORTANT that they be completed by you on every questionnaire. Only complete answers can give an accurate figure for a street or neighborhood.

3. Start from front and leave pages in your pad. Fill in both sides of the sheet. When through, turn in the whole pad. The unused sheets at the back can be used by another worker.

4. Fill out a sheet for EVERY house and EVERY family in your section. If no one is home, or if the occupant refuses to answer, fill out the form anyway, answering every question for which you know the answer, leaving the other portion blank.

5. Before leaving your home, you can fill out several blanks at the top: Date, Interviewer, etc., to save time.

6. The answers will be counted, classified, and tabulated by machines. No individual persons will have access to the completed questionnaires.

7. Be sure and leave the column at the right of the questionnaire BLANK. It is for use in coding for the machines.

8. Each worker should turn in completed forms to his Area Chairman, who will deliver them to the YMCA, 1051½ Texas Avenue.

SPECIFIC INSTRUCTIONS FOR USE OF THE QUESTIONNAIRE

Use Pencil or Pen. Address, Canvass Area Number, and Investigator's name are ESSENTIAL. Name of Informant not necessary.

A Family is two or more related people. A Roomer is a lone individual who rooms or boards with a family. In many cases two or more families occupy one house or apartment, sub-renting from one family who has assumed responsibility for the rent. A questionnaire should be filled out for each Family in the house.

Use a check (✓) or cross (X) mark to indicate proper answer unless a numeral 1, 2, 3, etc., is indicated.

The following instructions correspond exactly to Headings and numbers on the questionnaire:

1. BUILDING:

a. Other (specify) This space is to indicate temporary shack or lean-to type of structure. Use word "shack" or "lean-to".

b. Other (specify) This could apply to person or family living in factory, garage or store-fronts being used as living quarters. Indicate by proper word.

e. and f. Purpose is to reveal severe over-crowding and lack of air or play-space where such conditions exist. If in a large open space, use the words "Open Space".

e. The approximate width across front of yard.
f. Approximate number of feet from front gate to back of yard.

2. DWELLING UNIT:

a. Sanitation
Running Water - This line may have two checks, if there is Inside Water and Hot Water.

b. Utilities
Heating - This line may have two checks if there is a useable fireplace and stove.

3. OCCUPANTS OF DWELLING

d. Fill in total number of people occupying house, regardless of kinship. (Fill out separate questionnaire for each family in every dwelling.)

e. Leave blank.

g. Occupation of head of household is very important.
Second line: Professional_____ Business_____ Trade_____ Skilled_____
Laborer_____. May be left blank.

Average weekly income of family: This is one of the most important items on the sheet. Answers will assist in getting new housing started. Be sure to get some answer, as nearly accurate as you can.

5. NEIGHBORHOOD

a. Residential applies to a block where there is no business of any kind.
Part Business applies to blocks having one or more retail stores, business offices, restaurants, places of amusement.
Industrial applies to an area where there are manufacturing plants.

c. Answer by 1/2 block, 1 block or number of blocks. Do not answer by number of feet.

7. EDUCATION

a. This is important. It will show whether or not there is need of adult education classes, and if so, in what general neighborhoods they are needed most.

November 5, 1951

Mrs. Elsie L. Wilson
Council of Social Agencies
715 Travis St.
Shreveport 82, La.

Dear Mrs. Wilson:

We are prepared to send our new survey assistant, Miss Anna Holden, on her travels. She goes up to Kentucky the middle of this month.

If it would be suitable for her to stop in on you at Shreveport about December 4, that would fit with our present tentative plans. Our hope would be that in a couple of days' time she could get some understanding of what you are doing.

I want her also to go to Ruston, Texarkana, Lafayette, New Orleans, and Baton Rouge in the course of this Louisiana Journey.

If the suggested date is not suitable or if the whole mission is for any reason not in accordance with your plans, please let us know.

Sincerely,

George S. Mitchell
Executive Director

GSM:ec

HCP

Community Chest

OF CADDO AND BOSSIER PARISHES
715 TRAVIS ST.
SHREVEPORT 82, LOUISIANA

May 18, 1951

RECEIVED
MAY 21 1951
Southern Regional Council

Mr. George S. Mitchell
Executive Director
Southern Regional Council, Inc.
Room 432
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Mr. Mitchell:

Thank you so much for coming by when you were in Shreveport. It was a great pleasure to meet you and to have even a few minutes of your time. I shall keep in touch with you and hope very much that our study will be of sufficient value to warrant the editorial assistance of Mr. Fleming.

I also hope that it will be possible for you to plan a longer visit in Shreveport and meet with some of the folks who are doing this study.

I appreciate receiving the copies of the new Manual and we will be ordering some more of them soon.

Cordially yours,

Elsie Wilson

Elsie L. Wilson
Executive Director

ELW:mh

RECEIVED
JAN 23 1952
Southern Regional Council

SOUTHERN REGIONAL COUNCIL
63 Auburn Avenue, N E
Atlanta, Georgia

January 18, 1952

As a part of its self-survey program, the Southern Regional Council is attempting to measure the usefulness of its materials and services in that field.

It would be of great help to us if you would take a fewmoments to fill out and return the following brief questionnaire, disregarding any items which are not applicable. A stamped self-addressed envelope is enclosed for your convenience.

Thank you for your cooperation.

Anna Holden
Survey Assistant

Date January 21, 1952

Your Name Robert L. Herbert

Address Community Chest of Meridian, Box 369, Meridian, Miss.

Materials or Services Received:

- [ ] One or more copies of SRC's Manual for the Home Town Self-Survey.
- [x] One or more copies of Greenville's Big Idea and/or By the People.
- [ ] Visit by an SRC staff member.
- [ ] Advice by mail from SRC.
- [ ] Consultation, correspondence or other contacts with communities which have carried out a self-survey.

Uses of SRC's MANUAL:

- [ ] As a guide to a community-wide self-survey.
- [ ] As a guide to a special study of health, housing, recreation or some other aspect of community life.
- [ ] As aclassroom text.
- [x] As a general reference.

Other _____

Self-Survey Activities, if Any, in Your Community:

- [ ] Self-survey is now being planned.
- [ ] Self-survey is under way.
- [ ] Self-survey has been completed.
- [ ] Self-survey was once considered but never acted on.

Please Comment, as briefly or as fully as you wish, on the items checked above:

RECEIVED
JAN 22 1952
Southern Regional Council

SOUTHERN REGIONAL COUNCIL
63 Auburn Avenue, N E
Atlanta, Georgia

January 18, 1952

As a part of its self-survey program, the Southern Regional Council is attempting to measure the usefulness of its materials and services in that field.

It would be of great help to us if you would take a fewmoments to fill out and return the following brief questionnaire, disregarding any items which are not applicable. A stamped self-addressed envelope is enclosed for your convenience.

Thank you for your cooperation.

Anna Holden
Survey Assistant

Date January 21,1952

Your Name M. M. Kimbrel

Address First National Bank, Thomson, Georgia

Materials or Services Received:

- [x] One or more copies of SRC's Manual for the Home Town Self-Survey.
- [x] One or more copies of Greenville's Big Idea and/or By the People.
- [ ] Visit by an SRC staff member.
- [ ] Advice by mail from SRC.
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- [ ] Self-survey is under way.
- [ ] Self-survey has been completed.
- [ ] Self-survey was once considered but never acted on.

Please Comment, as briefly or as fully as you wish, on the items checked above:

Information as to the availability of these services and material was made available to the 34 Rotary Clubs in the eastern half of Georgia. These clubs were advised of the services and cooperation available from the council.

RECEIVED
JAN 22 1952
Southern Regional Council

SOUTHERN REGIONAL COUNCIL
63 Auburn Avenue, N E
Atlanta, Georgia

JAN 21 1952

January 18, 1952

As a part of its self-survey program, the Southern Regional Council is attempting to measure the usefulness of its materials and services in that field.

It would be of great help to us if you would take a fewmoments to fill out and return the following brief questionnaire, disregarding any items which are not applicable. A stamped self-addressed envelope is enclosed for your convenience.

Thank you for your cooperation.

Anna Holden
Survey Assistant

Date 21 January 1952

Your Name Community Chest of Kingsport, Inc.

Address 145 Commerce Street, Kingsport, Tennessee.

Materials or Services Received:

- [X] One or more copies of SRC's Manual for the Home Town Self-Survey.
- [XX] One or more copies of Greenville's Big Idea and/or By the People.
- [ ] Visit by an SRC staff member.
- [ ] Advice by mail from SRC.
- [ ] Consultation, correspondence or other contacts with communities which have carried out a self-survey.

Uses of SRC's MANUAL:

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- [ ] As a guide to a special study of health, housing, recreation or some other aspect of community life.
- [ ] As a classroom text.
- [ ] As a general reference.

Other _____

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- [ ] Self-survey is now being planned.
- [ ] Self-survey is under way.
- [ ] Self-survey has been completed.
- [ ] Self-survey was once considered but never acted on.

Please Comment, as briefly or as fully as you wish, on the items checked above:

We would welcome a visit from a member of your staff, if they should be in this community.

SOUTHERN REGIONAL COUNCIL
63 Auburn Avenue, N E
Atlanta, Georgia

RECEIVED
JAN 24 1952
Southern Regional Council

January 18, 1952

As a part of its self-survey program, the Southern Regional Council is attempting to measure the usefulness of its materials and services in that field.

It would be of great help to us if you would take a fewmoments to fill out and return the following brief questionnaire, disregarding any items which are not applicable. A stamped self-addressed envelope is enclosed for your convenience.

Thank you for your cooperation.

Anna Holden
Survey Assistant

Date Jan 22, 1952

Your Name Mrs. A. Drau Showalter

Address 908 Seventh St, Fairmont, W.Va.

Materials or Services Received:

- [x] One or more copies of SRC's Manual for the Home Town Self-Survey.
- [ ] One or more copies of Greenville's Big Idea and/or By the People.
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- [ ] Self-survey is now being planned.
- [ ] Self-survey is under way.
- [x] Self-survey has been completed.
- [ ] Self-survey was once considered but never acted on.

Please Comment, as briefly or as fully as you wish, on the items checked above:

This self-survey was made as foundation for work of The Health Division of the Community Council of Fairmont — It was completed in January, 1950 — Reported to the Division and Council in May of 1950. It is being used as basis of further study and for securing new services for the community.

SOUTHERN REGIONAL COUNCIL
63 Auburn Avenue, N E
Atlanta, Georgia

RECEIVED
JAN 24 1952
Southern Regional Council

January 18, 1952

As a part of its self-survey program, the Southern Regional Council is attempting to measure the usefulness of its materials and services in that field.

It would be of great help to us if you would take a fewmoments to fill out and return the following brief questionnaire, disregarding any items which are not applicable. A stamped self-addressed envelope is enclosed for your convenience.

Thank you for your cooperation.

Anna Holden
Survey Assistant

Date January 22, 1952

Your Name James E. Banks

Address Bureau of Negro Welfare, State House, Room 163, Charleston 5, W. Va.

Materials or Services Received:

- [x] One or more copies of SRC's Manual for the Home Town Self-Survey.
- [ ] One or more copies of Greenville's Big Idea and/or By the People.
- [ ] Visit by an SRC staff member.
- [ ] Advice by mail from SRC.
- [ ] Consultation, correspondence or other contacts with communities which have carried out a self-survey.

Uses of SRC's MANUAL:

- [ ] As a guide to a community-wide self-survey.
- [ ] As a guide to a special study of health, housing, recreation or some other aspect of community life.
- [ ] As aclassroom text.
- [x] As a general reference.

Other _____

Self-Survey Activities, if Any, in Your Community:

- [ ] Self-survey is now being planned.
- [ ] Self-survey is under way.
- [ ] Self-survey has been completed.
- [ ] Self-survey was once considered but never acted on.

Please Comment, as briefly or as fully as you wish, on the items checked above:

The Manual was used as a reference work in arranging score cards for evaluating the progress in community activities.

SOUTHERN REGIONAL COUNCIL
63 Auburn Avenue, N E
Atlanta, Georgia

RECEIVED
JAN 23 1952
Southern Regional Council

January 18, 1952

As a part of its self-survey program, the Southern Regional Council is attempting to measure the usefulness of its materials and services in that field.

It would be of great help to us if you would take a fewmoments to fill out and return the following brief questionnaire, disregarding any items which are not applicable. A stamped self-addressed envelope is enclosed for your convenience.

Thank you for your cooperation.

Anna Holden
Survey Assistant

Date January 22, 1952

Your Name Miss Edith Stokely

Address 600 N. 20th Street, Birmingham, Ala.

Materials or Services Received:

- [x] One or more copies of SRC's Manual for the Home Town Self-Survey.
- [x] One or more copies of Greenville's Big Idea and/or By the People.
- [ ] Visit by an SRC staff member.
- [ ] Advice by mail from SRC.
- [ ] Consultation, correspondence or other contacts with communities which have carried out a self-survey.

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- [ ] As a guide to a special study of health, housing, recreation or some other aspect of community life.
- [ ] As a classroom text.
- [x] As a general reference.

Other _____

Self-Survey Activities, if Any, in Your Community:

- [ ] Self-survey is now being planned.
- [ ] Self-survey is under way.
- [ ] Self-survey has been completed.
- [ ] Self-survey was once considered but never acted on.

Please Comment, as briefly or as fully as you wish, on the items checked above:

I have used your materials as reference in planning our Baptist missionary activities in the local community — That is, in working out overall suggestions through my office as Community Missions Director for the Woman's Missionary Union of the Southern Baptist Convention.

AH - For "impact" file

THE YOUNG WOMEN'S CHRISTIAN ASSOCIATION
KANSAS DISTRICT
WICHITA 8, KANSAS

137 NORTH HILLSIDE DIAL 62-9261

RECEIVED
JAN 25 1952
Southern Regional Council

January 22, 1952

Southern Regional Council
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Gentlemen:

Will you please send me a copy of "Your Community Looks at Itself", published by the New South Magazine?

As we have about 150 small towns in the Kansas District Y.W.C.A., I wonder if you would give us permission to reprint, with credit given, material from the above publication in our program magazine which we send to all of our towns.

Done 1/25/52 HCF

Sincerely yours,

Dorothy Gebhart

Dorothy Gebhart
Executive Director.

DG:VK

1-25-52 Sent - Billed ARS

SOUTHERN REGIONAL COUNCIL
63 Auburn Avenue, N E
Atlanta, Georgia

RECEIVED
JAN 23 1952
Southern Regional Council

January 18, 1952

As a part of its self-survey program, the Southern Regional Council is attempting to measure the usefulness of its materials and services in that field.

It would be of great help to us if you would take a fewmoments to fill out and return the following brief questionnaire, disregarding any items which are not applicable. A stamped self-addressed envelope is enclosed for your convenience.

Thank you for your cooperation.

Anna Holden
Survey Assistant

Date _____

Your Name Emma S. Dickson

Address _____

Materials or Services Received: (you were out of this)

- ☐ One or more copies of SRC's Manual for the Home Town Self-Survey.
- ☒ One or more copies of Greenville's Big Idea and/or By the People.
- ☐ Visit by an SRC staff member.
- ☐ Advice by mail from SRC.
- ☐ Consultation, correspondence or other contacts with communities which have carried out a self-survey.

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- ☐ As a guide to a community-wide self-survey.
- ☐ As a guide to a special study of health, housing, recreation or some other aspect of community life.
- ☐ As aclassroom text.
- ☒ As a general reference.

Other Suggested for a program in First Presbyterian Church

Self-Survey Activities, if Any, in Your Community:

- ☐ Self-survey is now being planned.
- ☐ Self-survey is under way.
- ☐ Self-survey has been completed.
- ☐ Self-survey was once considered but never acted on.

Please Comment, as briefly or as fully as you wish, on the items checked above:

I regret my recent inactivities make me unable to report more fully. If I can be of further service I shall gladly do so.

Thank you for your prompt reply when I ordered the booklet.

Sincerely
Emma S. Dickson (Mrs. W. E.)

216 N Holmes St. H'ville, Ala

SOUTHERN REGIONAL COUNCIL
63 Auburn Avenue, N E
Atlanta, Georgia

RECEIVED
JAN 28 1952

January 18, 1952

As a part of its self-survey program, the Southern Regional Council is attempting to measure the usefulness of its materials and services in that field.

It would be of great help to us if you would take a fewmoments to fill out and return the following brief questionnaire, disregarding any items which are not applicable. A stamped self-addressed envelope is enclosed for your convenience.

Thank you for your cooperation.

Anna Holden
Survey Assistant

Date Jan. 25, 1952

Your Name John C. Granbery

Address 3305 West Ashby San Antonio 1, Texas

Materials or Services Received:

- ☐ One or more copies of SRC's Manual for the Home Town Self-Survey.
- ☐ One or more copies of Greenville's Big Idea and/or By the People.
- ☐ Visit by an SRC staff member.
- ☐ Advice by mail from SRC.
- ☐ Consultation, correspondence or other contacts with communities which have carried out a self-survey.

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- ☐ As aclassroom text.
- ☐ As a general reference.

Other _____

Self-Survey Activities, if Any, in Your Community:

- ☐ Self-survey is now being planned.
- ☐ Self-survey is under way.
- ☐ Self-survey has been completed.
- ☐ Self-survey was once considered but never acted on.

Please Comment, as briefly or as fully as you wish, on the items checked above:

I know of no local group that would undertake a survey. There is not here at the present time any Interracial Committee, tho such has existed more than once in the past. Mrs. Cates of Houston would be glad to see one organized, and Dean Artemisia Bowden, 2101 Dakota, San Antonio, is interested in seeing such a committee. I inclined more toward groups for some definite cause that are interracial rather than another that is simply Interracial by name. One such is the Organized Voters League, 202 W. Fair Oaks, San Antonio.

John C. Granbery

JPF

Oct. 2, 1950

Write San Antonio Community Council to check on possible Survey developments. (See their letter clipped to copy of letter mailed to all Councils).

COMMUNITY WELFARE COUNCIL
SAN ANTONIO 5, TEXAS

114 AUDITORIUM CIRCLE
GARFIELD 0376

June 21st, 1950

Southern Regional Council,
63 Auburn Avenue, N.E.,
Atlanta 3, Ga.

Gentlemen:

Enclosed is 25¢ in stamps for which please send us, "The Home Town Self-Survey Manual".

We appreciate your making this material available to us.

Yours very truly,

H. L. Lackey

Howard L. Lackey
Executive Secretary

HLL:rf

Sent him a manual
+ a Greenville.

Jane.
Butler wrote him — will write in Oct.

N-TJ. Em.
Bloomington looks
(21 NH) & by his 25¢ follow!
Em

MEMBER

January 30, 1952

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, S. C.

Dear Dorothy:

Many thanks for that nice, long and encouraging letter. We had noticed Mr. Roddey's new membership and are glad to hear that things look smoother for the future.

I have not seen you since you got back from wherever you went. My recollection is it was Scotland, which I consider the top place in the world. MHybe I can head my auto over yonder before long and stop at Joynes Hall and pay you a visit.

The Mitchell family is all right. The only problem is my fifteen-year-old daughter courts a teen-age Dixiecrat. I asked at dinner if the boy had any respect for clauses in the Constitution of the United States. "Daddy," she said, "Unless it's in the Constitution of the Confederate States, he doesn't pay it much mind."

Sincerely,

George S. Mitchell
Executive Director

GSM:ec

WINTHROP COLLEGE
THE SOUTH CAROLINA COLLEGE FOR WOMEN
ROCK HILL, SOUTH CAROLINA

DEPARTMENT OF SOCIOLOGY

RECEIVED
JAN 25 1952
Regional Council

January 24, 1952

Dear George:

Our January meeting of the local Brawnch (as Mary E. calls it) seemed so much better than usual I decided I would write you and tell you about it.

We decided in November to shift our meeting day from Thursday to Wednesday because the businesses here are closed on Wednesday and we hoped some businessmen would feel inclined to attend our meetings, if a time were convenient. We were rewarded by the presence of two businessmen - one being Mr. Suritz, a Jewish leader; the other being Mr. Joe Roddey, who was on the Steering Committee for the Survey and got cold feet about the SRC. He not only came to the meeting, he joined up with us, and he showed genuine interest in the organization.

Beginning back in October we decided to experiment with a little study of the local housing situation. Just to see how a Survey might operate we selected two key spots in Rock Hill and a Negro minister volunteered to make interviews there, filling out a schedule which we mimeographed from your manual. He has not completed his survey yet, but he has made one preliminary report on his findings and on the general experience of interviewing people to obtain information on housing. The impression is that it goes along reasonably well, if the interviewer is well known and well accepted and beyond ANY suspicion. He felt his role as minister was indispensable. I expect our group has a great deal to learn about the techniques and skills of getting information from people. Do you think it would be advisable for our members to practice on this point, e.g. having every member fill out schedules just for practice and experience preparatory to some day making the Survey ? At the present moment, we lack both pattern and incentive for proceeding further on gathering information.

But, at the January meeting we discussed housing on a different basis. Dr. Duckett made a report on sanitation requirements as set up in local health regulations, then added his personal observations on the serious sanitation violations and problems in the community. This led to a meaningful discussion of some first steps that might be taken to relieve local housing problems. The sum and substance of it all was that the businessmen decided to arrange the February meeting and they plan to have the local Real Estate Board meet with us and explain the procedures for selecting and financing building property and for financing housing construction. After the procedures are made clear, I think Mr. Roddey hopes to interest some local businessmen (benevolent and honest ones) in helping several Negro families to obtain new homes. It seemed to me that this January meeting gave promise that the Brawnch may yet proceed slowly but surely in Rock Hill and some day establish itself and accomplish something worthwhile.

Hope all goes well with you.

As ever,

Dorothy

P.S. Dr. Edwards was re-elected chairman for 1952.

February 4, 1952

Mrs. Elsie L. Wilson
Council of Social Agencies
715 Travis St.
Shreveport, La.

Dear Mrs. Wilson:

I have finally gotten back and settled enough to assemble the survey material I promised to send you.

The "Religious Resources" section enclosed is the one which was sent to Greenville but not used by them. Change it as you like, and if there is anything in connection with it that SRC could help with we will be glad to do so. The housing bulletin I mentioned--the one that gives regional data for both whites and non-whites in the South--has the following number and title:

> Series HC-5, No. 3 "Housing Characteristics, By Regions: April 1, 1950." Date of release by Census Bureau, Dec. 2, 1951

Both the Dallas survey report and the packet put out by WOMAN'S HOME COMPANION are going under separate cover. You should already have the "What Kind of South's" and the policy statements as they were mailed before I got back.

I talked with Katherine Stoney about your wanting to find out if there were any contests for documentary films. She will get in touch with her brother and get him to relay what he knows about it to you.

The rest of my journey was most enjoyable. I spent a whole day at Texarkana with Mr. Loda. He seems interested in the possibility of a survey there and feels his board would be--his main worry is that he does not have the "know how" to handle a self-survey. I left our survey material and your generous offer to help some with him and he is going to think it over.

Let me thank you again for the three full days of your survey and for your personal hospitality. I not only learned a lot about surveys in general through going over the details of the Shreveport study but also found the story and picture there useful in the other towns I visited. I incidentally passed on a sample copy of your house-to-house schedule to both Dr. Bolyard in Lafayette and Father Twomey in New Orleans. If you would be willing to send one of the extra pads I believe we could show them to interested towns

from time to time. They would be good samples for towns considering IBM tabulations.

Be sure to write if you feel there is anything I might help with when you start figuring out what tabulations you can afford to use. IBM has a branch office in Atlanta and I could get them to enlighten me.

Please express my regards and continued interest in the survey to Mr. Peavy, Mrs. Robinson, Mr. Fletcher and Mr. Brown--and to Father Gremellon of course. Tell your mother I that enjoyed the delicious dinner and visit thoroughly.

With best wishes,

Anna Holden
Survey Assistant

encl.

February 6, 1952

Miss Dorothy Jones
Department of Sociology
Winthrop College
Rock Hill, S. C.

Dear Miss Jones:

Dr. Mitchell has turned your recent letter over to me, with your question about the advisability of filling out schedules for practice and experience marked.

From the correspondence here in our survey files and what I have heard of the Rock Hill survey part of the problem in trying to launch a full-size project was lack of understanding on the part of the community as to what the survey was to do and failure on the part of community leaders to give it the recognition and status it needed to succeed. If that be the case, I wonder if filling out schedules for practice would help matters any. You of course know Rock Hill and are a better judge as to whether such an exercise would give incentive to your survey committee. I rather think it would not and that they would not do the same kind of job or have the same task at hand that they would in interviewing for a well-publicized, accepted and believed-in community self-survey.

Has your survey group ever considered operating on the problem level? That is, picking out one or two areas --such as the housing situation with which you are already experimenting--and setting out to do only a limited portion of the total project at the time?

With best wishes for whatever plans you make,

Sincerely,

Anna Holden
Survey Assistant

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

RECEIVED
FEB 15 1952
Southern Regional Council

February 11, 1952

Miss Anna Holden, Survey Assistant
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Miss Holden:

I have been both nursing and fighting acute malaria, and have been at the office very little, hence my failure to write at once and thank you for your very nice visit and your great help. All the extra material has come and I appreciate it very much.

The Dallas report is of special interest and I shall write them for some additional copies. I'd like to know if they have published amy sort of progress report.

Father Twomey wrote a very nice letter expressing his interest in the survey. Both Father Gremillion and I are writing and are inviting him to come up for the meeting on February 20.

On January 30 we had a meeting of the entire Executive Committee and all sub-committee chairmen. It was well attended and enthusiastic. That group agreed that we should now appoint a sub-committee on Religion. Father Gremillion and the Reverend Cleburne W. Quaid, Associate Pastor of the First Methodist Church are co-chairmen, and are appointing Negro ministers and laymen to work with them. Mr. Charles T. Beaird, a junior member of one of our largest manufacturing plants, has accepted the chairmanship of the sub-committee on Employment. Some of them are most anxious to have conferences with Dr. Mitchell while he is here.

When I have had time to dig into the tabulations I'll write you, probably yelling loudly for help. Meanwhile, thanks for everything, and we shall look forward to another visit as soon as possible. I'm sending a pad of the schedules under separate cover.

Best wishes to you.

Sincerely,

Elsie L. Wilson

Elsie L. Wilson
Executive Secretary

mh

NEGRO COMMUNITY SURVEY
Council of Social Agencies
Suggestions for meeting of Religion Committee
February 15, 1952.

- - - - -

In Greenlee's volume

I. Review of entire Negro Community Survey -

- Concept and need of Survey.
- Sponsorship.
- House-to-house phase.
- Committees, e.g., Welfare, Education, Housing, Health, Transportation, Law Enforcement, et al.

II. Need and Place of Religion Committee -

- Why a Religion Committee?
- Who?
- How Function?

III. Gathering data -

A. Questionnaire? Interviews? Other?

B. Make-up of Questionnaire?

(confer White House Conference reports. N.B. this was for Youth only.)

1. Physical plant and facilities (sq. ft.?) not help.
2. Worship or prayer services and attendance.
3. Educational program: Sunday School, full-time school, Bible classes, etc.
4. Organizations; state, regional or national affiliation; different age groups participating?
   - Scope of Organizations' objectives -
     a) Purely Church work or spiritual?
     b) Civic interests, e.g. advancement of race, voting, etc.?
     c) Recreational and/or social?
     d) Cultural or Educational (other than religious)?
     e) Welfare, e.g. day nursery, care for dependents, etc.?
5. Participation in over-all Community activities.

C. How distribute questionnaire?

IV. Collation of material.

V. Analysis of place of the Church in the Negro Community.

VI. Recommendations.

VII. Reports: ?

A. To General Committee.

B. To public.

C. For publication in survey brochure.

D. Other.

Members of Committee:

Rev. Bell
Mr. Brown
Mr. Green
Father Gremillion
Rev. Quaid
Rev. Robinson

DR. GEORGE S. MITCHELL

Negro Survey Importance to Be Explained

Dr. George S. Mitchell, director of the Southern Regional Council in Atlanta, Ga., will speak on the long-range values of the negro survey at a public meeting tomorrow.

The meeting will be held at 8 p.m. Wednesday in the auditorium of the Booker T. Washington high school.

Coding of the 11,002 forms has not been completed and mechanical work preliminary to securing actual tabulations from the survey is nearing completion.

Dr. Mitchell, a nationally-known economist, has been director of the Southern council since 1947. He is the co-author of two books, and has served in several government bureaus. He received his doctor's degree from Johns Hopkins university.

Tomorrow's meeting will be held primarily for all of the volunteers who worked on the house-to-house canvass of the negro survey.

Dr. Mitchell, who was awarded a Rhodes scholarship, is a member of the American Economics association, the American Society Publishers administration, Kappa Alpha and Phi Beta Kappa.

SKE ~~Ex. Dir.~~

Community survey

February 22, 1952

Mr. and Mrs. Frank Hemenway
3000 Fairfield Ave.
Shreveport, La.

Dear Mr. and Mrs. Hemenway:

How very kind indeed that was of you to give me the opportunity to be at dinner in your home with that most interesting company of people Wednesday night.

Clearly, the survey will mark formally the beginning of a whole new period of Shreveport's well-being.

Sincerely,

George S. Mitchell
Executive Director

GSM:cc
Encl.

February 22, 1952

Mrs. Elsie L. Wilson
Council of Social Agencies
Box 141
Shreveport, La.

Dear Mrs. Wilson:

I got safely back yesterday afternoon, still thinking with much praise of Shreveport and what the survey has done and is yet to do. That whole community will owe a great debt of gratitude to you and the others who have worked at it so hard.

My own gratefulness to you for all the careful and thoughtful and happy arrangements for Wednesday.

I am writing the Hemenways, as enclosed, but shall rely on you to be kind enough, as opportunity presents, to express my thanks to the others.

Sincerely,

George S. Mitchell
Executive Director

GSM:ec

P. S. Here's some dope about the Southern Police Institute for Mr. Whitfield Jack.

AH

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

Tuesday afternoon

Dear Mr. Mitchell,

Father Gremillion expressed the wish to meet your plane, so I'm taking this means of welcoming you. We are all so happy to have you here, and our only regret is that the time seems very short.

I hope your day is not too crowded. I'll see that you get some rest and free time before dinner. We limited the dinner to the small group who have been especially active so we talk shop if we please, at least about the work of the S.R.C.

I'll be by the hotel about 8:30 in the morning to go to Centenary. I'll look for you in the lobby by the coffee shop, and if you're not there, I'll look in the coffee shop.

The phone at home is 7-1795, should you wish to call.

Sincerely,
Elsie Wilson

Schedule - Dr. Mitchell, February 20, 1952

9 a.m.	Centenary College sociology class. Has in it a good many Economic and School of Religion students. Dr. Ora V. Watson, instructor.
11 a.m.	Visit with Prof. Raleigh Brown, principal at Booker T. Washington High School.
11:30 a.m.	Meet with the seniors at Booker T.
1 p.m.	Lunch at Shreveport Club with Mr. Frank Hemenway, Jr. and Mr. W. A. Peavy, chairman and co-chairman of Survey.
2:30 p.m.	Whitfield Jack, chairman of Committee on Law Enforcement, wishes to see you at the office. Perhaps another one or two of the committee chairmen will be here also.
6 p.m.	Mr. & Mrs. Hemenway have invited some of the members of the steering committee to have dinner with you at their home.
8 p.m.	Open meeting, Booker T. Washington High School.

MEETING OF THE VOLUNTEERS AND INTERESTED CITIZENS
SURVEY OF THE NEGRO COMMUNITY
8:00 P. M., WEDNESDAY, FEBRUARY 20, 1952
BOOKER T. WASHINGTON HIGH SCHOOL

AGENDA

Negro physician. Chairman of The House-to-House Canvass.

Dr. Lacy presiding - Opening remarks

Music - - Booker T. Washington High School Chorus

Dr. Lacy to introduce Mr. Hemenway

Mr. Hemenway - Remarks on the purposes of the entire Survey

Dr. Lacy presenting Father Gremillion, Pastor of St. Joseph's Catholic Church

Father Gremillion introducing Dr. Mitchell

Dr. Mitchell - "The Long Range Values of A Community Self-Survey"

Dr. Lacy - Thanks to Dr. Mitchell

Recognize

Dr. Lacy's Committee
The Area Chairmen
Special Guests

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

February 15, 1952

To: Volunteers on the Survey of the Negro Community and
Interested Citizens

Dr. George S. Mitchell, Director of the Southern Regional Council in Atlanta, Georgia, has accepted our invitation to come to Shreveport next Wednesday, February 20. You are cordially invited to come and hear him speak on Wednesday evening at 8 o'clock in the auditorium of the Booker T. Washington High School. The meeting is being held primarily for all of the volunteers who worked on the House-to-House canvass of our Negro Survey, but all interested persons are invited. Dr. Mitchell is an economist of note, especially interested in the South and its total development. He will talk on Wednesday on the long-range values of such a study as we are now making.

The House-to-House Canvass, the most important section of our Survey, is an outstanding accomplishment, not only in this community, but in the South. Under the able leadership of Dr. N. L. Lacy and his committee, more than 700 volunteers are to be recognized and congratulated for performing this phenomenal task. By actual count 11,002 forms were filled out and returned for tabulating. We are greatly indebted also to the School Board, the entire school personnel, the Ministerial Association and the ministers, the radio and the press.

You will be interested to know that all the forms have been coded by a volunteer group, and the mechanical work preliminary to getting actual tabulations is almost completed by The International Business Machines Corporation.

We hope that you will join us next Wednesday evening for what we believe will be an inspiring meeting.

Sincerely yours,

Frank Hemenway Jr.
W. A. Peavy

Frank Hemenway, Jr.
W. A. Peavy

mh

Dinner Guests at the Hemenways.

Russell Barrow - stock broker - Pres. of the Council of Soc. Agencies when we originally planned and began the Survey.

Don Ewing - Managing Editor, the Shreveport Times and chairman, Publicity Cm. of the Survey

Fa. Joe Gremillon - Chairman of Cm. on Religion and on steering committee of the house-to-house canvass. On C.S.A. Board.

Paul F. O'Brien - Private Oil industry. Chairman of our Education Cm. Was Chairman of survey of our Parish School system, made by Peabody Survey group. We have since passed a 20 million dollar bond issue to carry out the recommendations.

Dewey A. Somdal - Architect; Chairman City Planning Commission; Chairman of our Housing Committee of the Survey; past Campaign Chairman of the Community Chest, etc.

W. A. Peavy, Jr. - Lumber business, mostly in Texas. Co-chairman of the Survey. Was President of YMCA when the Career Branch was getting started and has continued his interest in Negro affairs.

Frank Hemenway Furniture stores and manufacture, here, New Orleans, etc. Was editor of the N. Orleans Item before that. Chairman of the Survey. Council Board. In Navy he developed special literacy classes with marked success. Has undertaken Survey because of deep-seated convictions of the need.

This is it plus you, me and Mrs. Hemenway.

March 5, 1952

Mrs. Elsie L. Wilson
Council of Social Agencies
715 Travis St.
Shreveport, La.

Dear Mrs. Wilson:

I believe up to now I have overlooked thanking you for sending the two pads of survey questionnaires. A few of them went to Tennessee with me last week and were handed out as samples of what a house-to-house canvas might cover. A Mr. Herbert Clark of the Kingsport Community Chest (who knows you) was one of the ones I left a questionnaire with--he is thinking about planning a self-survey sometime next year as a means of educating the twon to a better understanding of community social services.

We were all very much interested in the survey news Dr. Mitchell brought back; particularly to hear that you had gotten into more homes than the census. Dr. Mitchell showed me the outline for the Religious Committee meeting. After it gets going I would like to hear what material you decided to include and how you are going about getting it.

As far as we know Dallas has not published a progress report--we haven't gotten one if they have.

With best wishes to all the survey people,

Sincerely,

Anna Holden
Survey Assistant

Date 3/7/52

Your Name T. G. Kinard

Address Clover, S.C.

Materials or Services Received:

- [x] One or more copies of SRC's Manual for the Home Town Self-Survey.
- [x] One or more copies of Greenville's Big Idea and/or By the People.
- [x] Visit by an SRC staff member.
- [ ] Advice by mail from SRC.
- [ ] Consultation, correspondence or other contacts with communities which have carried out a self-survey.

DOCUMENTED
MAR 10 1952
DOCUMENTED
Southern Regional Council

Uses of SRC's MANUAL:

- [ ] As a guide to a community-wide self-survey.
- [ ] As a guide to a special study of health, housing, recreation or some other aspect of community life.
- [ ] As a classroom text.
- [x] As a general reference.

Other _____

Self-Survey Activities, if Any, in Your Community:

- [ ] Self-survey is now being planned.
- [ ] Self-survey is under way.
- [ ] Self-survey has been completed.
- [ ] Self-survey was once considered but never acted on.

Please Comment, as briefly or as fully as you wish, on the items checked above:

No plans

Date 3/19/52

Your Name N. Caren Ryan

Address University of North Carolina, Chapel Hill, NC.

Materials or Services Received:

- [x] One or more copies of SRC's Manual for the Home Town Self-Survey.
- [x] One or more copies of Greenville's Big Idea and/or By the People.
- [x] Visit by an SRC staff member.
- [x] Advice by mail from SRC.
- [ ] Consultation, correspondence or other contacts with communities which have carried out a self-survey.

RECEIVED MAR 20 1952 Southern Regional Council

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- [x] As a guide to a community-wide self-survey.
- [ ] As a guide to a special study of health, housing, recreation or some other aspect of community life.
- [x] As a classroom text.
- [ ] As a general reference.

See below

Other _____

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Please Comment, as briefly or as fully as you wish, on the items checked above:

I used the SRC manual with a class of 12 graduate students in the fall quarter. This spring quarter I have a larger group — seniors and graduates, about 25, and am using it again. One of the major requirements of the course is an analysis of the community and its resources as the basis for preparing a community education program. We have found the SRC inventory very useful for this purpose. (Copy of course requirements attached).

N.C.R.

Education 144

Community Education

1. Individual reports on Community Education programs, past and present.

2. Analysis of your own community, including: location; population (national, racial, cultural elements, "caste and class"; early history; industrial conditions; farming, etc; social, civic, cultural, religious factors; community organizations; schools and other educational facilities.

3. Study and report on a special topic. Illustrations: Resource-use education; intercultural education; adult education (agricultural extension, home economics, workers' education, etc.); the rural community today; special problems of the suburban community; community health education programs; community recreation (public, voluntary, commercial); religious education; work experiences in education; cultural life and education (music, art, literature - e.g. "The Great Books"); use of schools as community centers; community clinics; family life education; preparation of teachers for community education (pre-service and in-service); youth organizations; the teacher as a community worker; community use of the library, of the museum; methods in community education (group dynamics, etc.).

4. Final report: "A Community Education Program for _____."

ah

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

March 20, 1952

RECEIVED
MAR 24 1952
Southern Regional Council

Dr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Room 432
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Dr. Mitchell:

We continue to be very grateful to you for visiting us and for your generosity in meeting with so many groups during the day.

You will be interested to know that the Committee on Religion is meeting regularly every Friday afternoon and considers that its work will be of real value and importance. The Dean of Religion at Centenary College has joined the group because of his own great interest in the program.

The IBM Company has completed punching of the cards and we are able to begin tabulations.

I shall keep you informed as there is any progress. Thanks again for all you have done.

Cordially yours,

Elsie Wilson

Elsie L. Wilson
Executive Secretary

ELW:mh

Date April 4, 1952

Your Name George H Deming

Address University of N.H., Durham, N.H.

Materials or Services Received:

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APR 7 1952
Southern Regional Council

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- [x] One or more copies of Greenville's Big Idea and/or By the People.
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Please Comment, as briefly or as fully as you wish, on the items checked above:

A. H. answer

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

April 25, 1952

RECEIVED
APR 28 1952
Southern Regional Council

Dr. George S. Mitchell, Executive Director
Southern Regional Council, Incorporated
63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Dr. Mitchell:

Thanks so much for sending me the material from Greenville. It is a fine and encouraging report and will be read with interest by many of our group.

I am enclosing a copy of the questionnaire which has been developed by the Committee on Religion. This Committee, of which we spoke when you were here, is composed of Father Gremillion and the Associate Pastor of the First Methodist Church as Co-Chairmen, the Dean of Religion at Centenary College, plus a minister and a layman from each of the four large Negro denominations.

They have met each week for ten weeks and the enclosure is the result of their work together. This will be used by personal interviews with each minister of the 76 Negro churches. They have already met with the Ministerial Association and have procured their interest and cooperation. A good many people feel that this may well be one of the most important aspects of the survey. We shall let you know.

Best regards.

Cordially yours,

Elsie Wilson

Elsie L. Wilson
Executive Secretary

ELW:mh
Encl.

Please show the enclosure to Anna Holden -

May 1, 1952

Mrs. Elsie L. Wilson
Council of Social Agencies
715 Travis St.
Shreveport, La.

Dear Mrs. Wilson:

We are always glad to hear from the Shreveport survey--you have always gotten something done.

The questionnaire worked out by the Religious Committee looks good, and the details concerning the group that devised it, the interest of the Ministerial Association, make it look even better.

I am still passing on sample copies of your house-to-house schedule and telling people what a thorough-going job Shreveport is doing. Maybe you will hear from one or two of them someday.

Best wishes to all,

Sincerely,

Anna Holden
Survey Assistant

EARLHAM COLLEGE
RICHMOND, INDIANA

May 2, 1952

Program of Community Dynamics

RECEIVED
MAY 5 1952
Southern Regional Council

Miss Anna Holden, Survey Assistant
Southern Regional Council, Inc.
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Miss Holden:

In your letter of April 29th you suggest that you would like us to send you some of our publications. You already have our "Fourth Annual Report" and possibly some others. We have altogether four annual reports together with some reprints and other material. If you give us some information regarding that which you already have we will be glad to send you additional information.

I am glad to hear that you knew my son Bruce at North Carolina. You may know that he is now at the University of Michigan where he is working for his doctor's degree in social psychology. Best wishes.

Sincerely,

William W. Biddle

William W. Biddle
Director of Community Dynamics

WWB/seh

April 29, 1952

Dr. William W. Biddle
Community Dynamics Program
Earlham College
Richmond, Ind.

Dear Dr. Biddle:

We are delighted that you are finding our self-survey materials useable.

Greenville, S. C. Community Council has just put out the attatched follow-up report on the accomplishments of their survey.

Please do send us your own community publications. I knew your son Bruce at Chapel Hill last year and heard him mention the Community Dynamics Program from time to time.

With best wishes,

Sincerely,

Anna Holden
Survey Assistant

encl

Date April 23, 1952

Your Name William W. Biddle

Address Earlham College, Richmond, Ind.

Materials or Services Received:

- [x] One or more copies of SRC's Manual for the Home Town Self-Survey.
- [x] One or more copies of Greenville's Big Idea and/or By the People.
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APR 25 1952
Southern Regional Council

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- [x] As a general reference.

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Please Comment, as briefly or as fully as you wish, on the items checked above:

As a program carrying on activities in several communities, as well as educational activities in a College, we use your materials mainly as classroom helps. We appreciate these and would like to keep in touch with you, sending you our publications in return.

4-1952 (from Oct orders)

Winifred A. Wildman
Exec Secty, Community Dynamics Program
Earlham College, Richmond, Ind

Reply

John T. Purser
Dept of English
Southeastern La College
Hammond, La

George H Deming
Bureau of Govt Resea ch
U of New Hampshire
Durham, NH

Reply

Fuller & Smith & Ross Inc
Attention: Charlotte Kennedy
1501 Euclid Ave
Cleveland 15, Ohio

Authur Dunham
Prof of Com unity Orgn
1911 Austin Ave, Ann Argor, Mich

(from Dec. orders) 6-4-52

Mr. P H Coe, President
Elyria Community Welfare Council
118 Clark St.
Elyria, Ohio

5-14-52 (from Nov. orders)

Mrs. Forest Ingram
1106 W. Waldo Ave.
Independence, Mo.
Junior Service League

Mr. Harold J. Dejeck
Exec Secty, Community Chest of McLean Cty
308 N. Main St.
Bloomington, Ill

Reply

Thomas W. Fetzer, Exec Secty
Council of Social Agencies
1020 McGee St.
KansasCity, Mo

Reply

Phil H Mayer, Exec Secty
N Kansas City Community "Y"
715 E 23rd St.
N Kansas City 16, Mo

Reply

Mrs. Pauline Sinclair
Reseach Secty. Community Welfare Council
~~Welfare C~~
112 S. State St.
Salt Lake City, Utah

11-19-62
Miss Eleanor Hughes
Kentucky District YWCA
152 E. High St.
Lexington, Ky.

Sent 1-18-52

✓ = reply

Publication Up to Sept 1, 1951
(Orders--paid files)
Guilford County Health Dept
210 N Greene St
Greensboro, NC

Grace Daniel
Health Education
County Health Dept
Salisbury, NC

Richard M Tuttle
Community Council
PO Box 1268
Burlington, NC

Chester D Snell, Director
Community Chest and Council
8th and Main Sts,
Richmond, Va.

~~Mr. E W Higgins, Secty~~
~~Consolidated Community Chest~~
~~Columbus, Ga~~

✓ Herbert B Clark, Director
Community Chest of Kingsport, Inc
145 Commerce St
Kingsport, Tenn

✓ Robert L Herbert, Exec Secty
Community Chest if Meridian,
Box 369
Meridian, Miss

E W Higgins, Secty
Consolidated Community Chest
Box 1157
Columbus, Ga

Rev S L Suitt
PO Box 7
Louisburg, NC

Beatrice Fennell, Secty
Yemassee Vocational High School
Yemassee, SC

Mr Amos T Burrows
Community Chest and Council
Charlottesville, Va

Miss C L Fassett,
Community Chest
Pepper Bldg
WinstonOSalem, NC

---------- 1950

Homer W Morgenthaler, Director
Community Council of Lynchburg
215 Young Bldg
Lynchburg, Va.

✓ Mrs. Emma S Dickson
216 W Holmes St
Huntsville, Ala

Juanita Finley
Negro Service Council
340 NW 13th St
Miami, Fla

✓ Edith Stokely
Woman's Missionary Union
1111 Comer Bldg
Birmingham 3, Ala

(From Jane's survey files)

MissFern Stokes
Earlington, Ky

Mrs. J B Hughes
413 Main St
Louisa, Ky

Mrs. W S Atkins
Memphis Conference Secretary, CSR
The Methodist Chruch
210 Third St
Fulton, Ky

Mr Lyn Keyes, Health Educator
Griffin-Spaulding County Health Dept
Griffin, Ga

Mrs Mattye Wilroy
NCCJ
Commerce Title Bldg
Memphis, Tenn

✓ Mr Brice T Dickson
Gastonia Chamber of Commerce
Gastonia, NC

Mrs Donald Shoemaker
56 Lockley
Ashville, NC

✓ Mrs. J K Williams
10 Dogwood Drive
Mullins, SC

✓ Mr. Monroe Kimbrel, Governor
District 241, Rotary International
Thomson, Ga

Mrs. H H Leech
P O Box ~~XXXXXX~~ 56
Lafayette, Ga

Mr Raymond D Fowler, Chairman
Housing Authority of Montevallo
Ala State College for Women
Montevallo, Ala

Mrs Jane R Wyatt
The Hogg Foundation, U of Texas
Office of the Director
Austin, Tex

✓ James E Banks
Bureau of Negro Welfare
Room 163 , State House
Charleston, W Va

✓ Mr. John C Granbery, Editor
The Emancipator
3305 West Ashby
SanAntonio 1, Tex

Mrs. W W Jackson
2136 West Summit Ave
San Antonio 1, Tex

✓ Mrs A Dean Showalter
908 Seventh St
Fairmont, W Va

Mrs. Forrest E Bliss
Drawer G
Dawndale, NC

1-18-52

(From Jane's files)

H L Lackey, Exec Secty
San Antonio Community Welfare Council
114 Auditorium Circle
Sanantonio 5, Tex

Mrs W W S Butler
Roanoke 14, Va
858 Wildwood Road

Mrs. Mary C Holiday
Jeanes Supervisor
241 Garfield St
Statesville, Nc

Mrs. Thelma Johnson
Jeanes Supervisor
Prentiss Institute
Prentiss, Miss

Rev. David H. Brooks
Interdenominational Ministerial Alliance
PO Box 22, Fla. A & M
Tallahassee, Fla.

Mrs. Stanley Rosenbaum
River View Drive
Florence, Ala.

Clover Public Schools
3-3-52 ✓ T. G. Kinard, Supt.
Clover, SC

Dr. W. Carson Ryan } Supt orders
3-3-62 ✓ Box 826
Chapel Hill, NC

Date 5-16-52

Your Name P A Mayer YM-YW Executive

Address 715 E 23rd St North K.C. Mo.

Materials or Services Received:

- [x] One or more copies of SRC's Manual for the Home Town Self-Survey.
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Please Comment, as briefly or as fully as you wish, on the items checked above:

Like your manual.

RECEIVED
MAY 19 1952
SRC
Regional Counc

Date 5/19/52

Your Name Thomas W. Fetzer

Address 1020 McGee Kansas City, Mo.

Materials or Services Received:

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Please Comment, as briefly or as fully as you wish, on the items checked above:

RECEIVED
MAY 22 1952
Southern Regional Council

UNIVERSITY OF WASHINGTON
BUREAU OF COMMUNITY DEVELOPMENT • DIVISION OF ADULT EDUCATION
SEATTLE 5

RECEIVED
MAY 22 1952
Southern Regional Council

May 20, 1952

Miss Anna Holden
Survey Assistant
Southern Regional Council, Inc.
63 Auburn Avenue, N. E. Room 432
Atlanta 3, Georgia

Dear Miss Holden:

I have received and enjoyed tremendously your guide to community self-analysis. It is well organized and certainly covers the full range of community life.

Thank you so much for sending it.

Sincerely,

Richard W. Poston

Richard W. Poston, Head
Bureau of Community Development

Register 6-1-52

Young Man of the Year

Alexandria, La.—The Rev. Joseph B. Gremillion, pastor of St. Joseph's church, Shreveport, La., was named Louisiana's "Young Man of the Year" by the Junior Chamber of Commerce at its state convention. He had been named "Young Man of the Year" by the Shreveport "Jaycees," who nominated him for the statewide honor. It took 45 lines of newsprint to enumerate the 1951 community and state activities in which Father Gremillion participated.

July 29, 1952

Mrs. Elsie L. Wilson
Community Chest and Council
715 Travis St.
Shreveport, La.

Dear Mrs. Wilson:

It was nice to see you again at Blue Ridge and to hear news of Shreveport's survey.

We are all looking forward to the appearance of the survey report.

Have you seen the enclosed copy of Greenville's latest follow-up study? Harold Weekly sent us a batch of them for distribution.

With best wishes from all,

Sincerely,

Anna Holden
Survey Assistant

encl.

Shreveport Jnl 4-13-52

O'Brien, Weiss, Head Committee—

Improvement of Shreveport's Negro Community to Be Sought

Paul F. O'Brien and E. Bernard Weiss, two of Shreveport's best-known civic leaders, were unanimously chosen Sunday to head a permanent inter-racial committee to carry out recommendations resulting from a three-year survey of conditions affecting Negro residents here.

The new group, to be known as The Joint Committee for the Improvement of Shreveport's Negro Community, is believed to be the first organization of its kind in the South.

Election of O'Brien and Weiss was voted at a meeting of a committee of 168 Shreveport citizens who sponsored the survey in August of 1949 after having been brought together from all walks of life by the Caddo Council of Social Agencies. More than 1,000 white and Negro workers participated in the survey.

* * *

Copies of Survey Distributed.

O'Brien said after the meeting that he and Weiss will invite approximately 25 white and Negro leaders in civic and business affairs to serve on the improvement committee.

Distributed at the meeting of the citizen-sponsors in the auditorium of the Caddo-Shreveport Health Unit Sunday were mimeographed copies of a 33,000-word report on the survey. The survey will be printed and distributed to other interested citizens later.

All phases of Negro life in Shreveport were included in the survey, conducted by an executive committee of citizens headed by Frank Hemenway Jr., and William A. Peavy as co-chairmen. Active directors of the survey included 33 white and Negro citizens.

* * *

Resolution Adopted.

Creation of the permanent committee to carry out the recommendations was provided in a resolution adopted by the citizens after being presented by Donald M. Ewing and seconded by the Rev. Joseph B. Gremillion of St. Joseph's Catholic Church.

The members of the executive committee besides O'Brien, Weiss, Ewing, Gremillion, Peavy and Hemenway, are W. L. G. Abney, W. R. Barrow, Raleigh H. Browns, E. A. Bryant, Ben C. Dawkins Jr., Mrs. Charles Egan, Milton Fletcher, U. S. Goodman, E. L. Green, Judge George W. Hardy Jr., T. J. Hawkins, Nat Heath, the Rev. George F. Ivey, Bunyan Jacobs, Dr. T. M. Johnson, Dr. N. L. Lacy, Walter Mason, Lester Moore, Mrs. Aubrey M. Pyburn, the Rev. J. R. Rutledge, J. J. Serra, Mrs. George Sexton, Dr. O. S. Simpkins, Dewey A. Somdal, Dr. J. R. Stamper, Lester White, Roscoe White, Travis A. White. Mayor Clyde Fant met frequently with the committee on matters involving the city government.

O'Brien and Weiss were elected to head the new committee after being nominated by Dr. N. L. Lacy, Negro physician who is president of Shreveport's Negro Chamber of Commerce.

* * *

Full Co-operation Needed.

O'Brien, in accepting the co-chairmanship, declared:

"It will take the full co-operation of the entire citizenry of Shreveport to accomplish the things that we want to accomplish."

O'Brien said his participation in the survey had convinced him that Shreveport Negro residents have been "in bondage."

"Not in bondage, physically," he added, "but they have been in bondage in the spirit and in the mind . . . in ignorance, in fear and in sub-standard opportunities."

Relating how he was "horrified" when he first saw conditions as they existed in Shreveport's Negro schools, O'Brien praised Shreveport and Caddo parish citizens who voted a $20,000,000 bond issue for improvements when the conditions were called to their attention. Half of the money, he pointed out, will go to provide better school facilities for Negroes.

"We can take care of all of our troubles here, if we just work at it," O'Brien declared. "There is nothing insurmountable."

Weiss was unable to be present for the meeting.

In presenting the report to the committee, Hemenway gave a condensation of the findings in the survey and of the recommendations which resulted.

"More than 1000 volunteer workers have taken part in this survey," Hemenway said. "Many thousands of man-hours of work have been done. Your survey group has visited 11,002 Negro residences where questionnaires, containing 156 questions, have been filled out. These questionnaires, containing 156 questransferred to I.B.M. cards, and tabulated.

"In the Population Report, you will find that 42,169 of Shreveport's total population of 127,206 are Negroes. This fact was taken from the 1950 Census, and indicates that the Negro community represents 33.2% of our people. This is a decline of 3.4% during the ten-year period from 1940 to 1950.

* * *

Education Picture Bright.

"Conspicuous in the Education report is that Negro education in Shreveport has two bright spots—the high percentage of teachers having college degrees, and the Booker T. Washington High School with its outstanding physical plant and program of instruction. The report finds, however, that existing school facilities, with the exception of the Booker T. Washington School, are over-crowded, poorly lighted and heated, and are located on inadequate sites. The house to house canvass revealed the fact that 1361 fathers and 965 mothers in Negro households cannot read. This represents 19.7% of those who answered the question about education, but more than 4,000 preferred not to answer this question.

"Fortunately the report was able to point out that the future building program for elementary and secondary schools for Negroes eliminated the necessity for any recommendation in this area. Recommendations were, however, made for a broadened used of these physical facilities.

* * *

19,200 Negro Workers.

"The Employment survey reveals the fact that the 1951 labor force in Shreveport included 19,200 Negroes. Of them, 2,100 were unemployed and seeking work. The 2,100 Negroes unemployed contained no significant number of well-educated or skilled workers.

"In the report on Health and Medical Care, the need for sufficient hospital beds and private rooms, and the need for group insurance with reputable companies, is pointed out. The need for good sanitary facilities is brought out in the health and Medical Care survey and in the Housing survey."

The survey revealed that, although there are 400 beds for Negro patients in Shreveport Charity Hospital, there are only 76 beds for Negroes—and no private rooms—in the city's four privately operated hospitals.

Continuing, Hemenway said:

"You will perhaps be somewhat shocked when you read the housing report, which points out that there are 13 "blighted" areas within the city limits. The great need for more and better housing for the Negro population is considered by those making your housing survey to be critical. There are more than 1,500 Negro families whose incomes indicate they should be in the market for better rental property or who are potential home purchasers. In the house to house canvass, it was found that of the 11,002 dwellings visited, only 3,988 had flush toilets inside the house; another 3,910 had flush toilets outside; but 2,311 of the Shreveport Negro residences had privies, and 118 had no toilet facilities whatever. Less than 3,000 dwellings out of 11,002 had running water in the house.

* * *

Probation System Needed.

"The law enforcement report develops the need for an effective probation system, and for a state corrective institution for Negro females. The police and sheriff departments are urged to further study the advisability of using Negro officers in Negro sections."

An interesting fact revealed in the law-enforcement survey is that, during the period 1948 to 1951, inclusive, there were 61 Negro homicides in ward 4 (Greater Shreveport), compared to only six homicides involving whites. There were no homicides of white persons by Negroes, but five homicides of Negroes by whites. In the case of the Negroes slain by whites, four were killed by city law-enforcement officers and one by a parish law-enforcement officer.

"In the Religion survey, it was found that almost every Christian faith is represented in the Negro churches in Shreveport, which are attended regularly by approximately one-half the Negro population," Hemenway said. "Recommendations are made for improvements in the services being performed by the Negro clergy.

"In the recreation report, you are given the details about the city parks and recreation facilities, and the need for improvements."

Recommendations concerning recreation are that a full-time Negro recreation supervisor be employed, and that a broad volunteer program, for both public and private recreation, be inaugurated to develop leadership among Negroes, especially among young adults.

"The need for extension of services for the convenience of both races is developed in the transportation survey," Hemenway declared.

Concerning transportation, it was recommended that additional personnel be employed by trolley and bus companies to either man the rear doors of vehicles or to be stationed at loading zones, where needed, to accept fares and permit Negroes to enter through the rear doors, thus avoiding congestion during rush hours.

More cabs operated by Negro drivers are needed to serve the Negro population, the survey committee said.

Concluding, Hemenway reported:

"In the Welfare report, it is pointed out that of 49 agencies in the city, 32 serve both white and Negro people, eight serve only Negroes, and nine serve only whites. It is believed by those making this portion of our survey that there is too much emphasis placed on the material side of social security, and too little emphasis on the development of character and civic responsibility."

Ark-La-Tex's Greatest Newspaper

The Shreveport Times

Full Associated Press, United Press, International News Service and NANA

VOL. LXXXI—NO. 317 | Owner of KWKH, 50,000 Watt CBS Outlet | SHREVEPORT, LOUISIANA, MONDAY, APRIL 13, 1953 | 80 Years of Leadership in Ark-La-Tex | PRICE FIVE CENTS PER COPY

U. S. Weather Report

Shreveport and Vicinity—Sunny and continued rather cool today with a high of about 64.

Louisiana—Generally fair and cool today.

Arkansas—Fair today and warmer in the north and west during the afternoon.

East Texas—Fair today.

More Than 1,364,000 People

Live Within 100 Miles of Shreveport Shopping Center of Ark-La-Tex! To Reach This Market, Use The Shreveport Times First in News, Features, Circulation, Advertising

Sabre Pilots Destroy Seven Chinese MIGs In Fierce Air Battle

Allies Study Red Bid for Truce Talks

May Open Parleys On Exchange of All PWs While Swap of Sick Is Going On

Munsan, Monday, April 13 (AP). The United Nations command today studied long and carefully a Communist bid for immediate resumption of full scale truce talks on the basis of Red "concessions" which opened the way for a voluntary swap of sick and wounded prisoners beginning April 20.

Guarded hopes settled over the Allied camp that some settlement in the Korean truce negotiations—suspended since Oct. 8—may be in sight.

It appeared likely that the big talks on overall prisoner swap might be resumed while the exchange of sick and wounded still is in progress.

Allied and Red staff officers today completed administrative details of the exchange at Panmunjom. They agreed to meet again at 11 a.m. Tuesday (8 p.m., CST, Monday) unless there is a meeting of liaison officers.

The Communists promised Sunday to turn over the first of 600 sick and wounded Allied prisoners next Monday. The 600 include 120 Americans. The Reds did not say what nationalities would be included in the first group of 100.

Despite Allied urgings, the Reds would not advance the date.

The UN command also agreed to start homeward on the same day the first of 5,800 Communists willing to be repatriated.

The top UN commander, Gen. Mark Clark, was silent all through Sunday on impatient Red demands that the full-scale truce talks be resumed.

Clark has told the Reds that successful negotiations on the exchange of sick and wounded must precede the renewal of the big talks. The Reds reminded him that negotiations were now signed and sealed.

Peiping radio, official Communist mouthpiece, reported from Red truce headquarters at Kaesong that the first convoy of Allied sick

WITH EVERY INDICATION of enjoying it, Attorney General Herbert Brownell, Jr., gets a reward kiss in Washington from the new Washington cherry blossom festival queen—18-year-old Janet Bailey of Akron, Ohio. It was Brownell who spun the "wheel of fortune" when it stopped at Ohio, naming Miss Bailey, the Buckeye state's cherry blossom princess, to be the 1953 festival queen. The Ohio blue-eyed blonde is also the sesquicentennial queen of Ohio. (AP Wirephoto).

Fifth Traffic Fatality in 15 Days

Accident Victim Here Succumbs to Injuries

A 60-year-old retired railroad clerk who was struck down by a car here early yesterday died eight hours later to mark Shreveport's sixth traffic fatality for 1953 and the fifth in 15 days.

Dead is Robert Alford Cailleteau of 1122 Leander street. He retired three weeks ago from the Cotton Belt railroad.

Cailleteau was hurt fatally when he attempted to cross the street in front of the Cot-

THE

Stroller

Foreign Aid Shift to Far East Planned

Substantial Share Will Be Diverted From W-Europe to Formosa, Indochina

By EDWARD E. BOMAR

Washington, April 12 (AP)—Secretary of State Dulles has told congress that the Eisenhower administration may shift a substantial share of American aid from Western Europe to the Far East.

Larger grants for Communist-threatened Indochina and Formosa are contemplated, Dulles said, along with "perhaps a little more" in the Middle East. But he added in testimony made public today that this country's contribution to the military buildup of the north Atlantic allies, to be considered this month in Paris, "could be considerably less" than now.

Advising against a "penny-wise and pound foolish" policy in Indochina, Dulles said that to provide more help to the French and their Vietnam allies over the next year or 18 months might permit large cutbacks later. Asserting a buildup of Chinese Nationalist forces on Formosa was "very important" to curb aggression by Red China, he estimated that deliveries of military equipment to Formosa have lagged 70 per cent behind what was promised.

The secretary, without giving figures, outlined administration ideas about aid spending and foreign trouble spots in testimony before a house appropriations subcommittee, which released printed copies today. Dulles testified on March 18, shortly before the visit here of French Premier Rene Mayer. Mayer reportedly received assurance of American backing for some 57 new Vietnam commando-type battalions to fight Communist-led guerrillas.

A new foreign air program for the 1954 fiscal year starting July 1 is expected to be ready next month, after completion of a revision of the $7,600,000,000 Truman budget program under direction of Mutual Security Director Harold

Downed Ace Barely Gets His Feet Wet

Helicopter Waiting As U. S. Jet Pilot 'Chutes Into Sea

Seoul, April 13 (Monday) (INS)—Jet Ace Joseph McConnell bailed out of his burning Sabre jet over North Korean waters Sunday but he barely got his feet wet.

As the 27-year-old captain, who got his eighth MIG kill before he was forced to bail out, drifted in his parachute toward the choppy waters, a helicopter from a U. S. air rescue squadron hovered down alongside.

When McConnell hit the water and slipped out of his parachute harness, the 'copter's rescue sling was waiting a few feet from him.

The pilot, Lt. Robert Sullivan, of Roxbury, Mass., had spotted McConnell's parachute and accompanied him on the drop.

Copilot of the rescue craft was Lt. Donald G. Crabb, of Augusta, Maine, and Airman First Class Arthur G. Gillespie, of Draper, N. C., was air medic on the 'copter.

McConnell, who hails from Apple Valley, Calif., was flying through MIG alley in northwest Korea when the scrap that earned him his eighth kill and a dunking began.

The flying captain and his wingman tangled with four MIGs, and a

Inter-Racial Betterment Committee Set Up Here

Group to Carry Out Recommendations Of Three-Year Survey on Negro Life

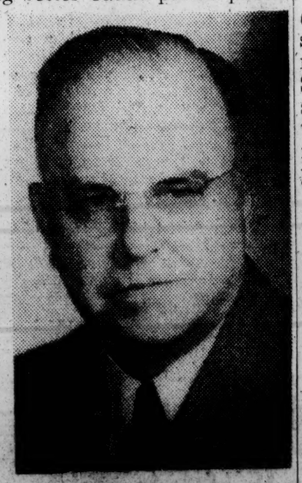
A permanent inter-racial organization to carry out recommendations of a three-year survey of Shreveport negro life made by more than 1,000 white and negro workers was formed here yesterday. It is believed to be the first organization of its kind in the South.

Paul F. O'Brien, independent oil operator who for years has been a leader in promoting better Caddo parish public schools, and E. Bernard Weiss, head of Goldring's and for years prominent in local civic movements, were made co-chairmen of the new organization. It will be known as the joint committee for the improvement of Shreveport's negro community. It will seek general community betterment through betterment of the negro segment of Shreveport's population.

About 20 or 25 prominent white and negro leaders in civic and business affairs will be asked to join the organization, the cochairmen said after accepting their posts.

Organization of the permanent group came at a meeting of the executive committee of the negro survey yesterday afternoon at which the 33,000-word report on the three-year study was given final approval and released to the public. In mimeographed form, it contains 76 single-spaced, mimeographed, legal size pages.

The full text of individual reports from a dozen subcom-



PAUL F. O'BRIEN

USAF Ace Shot Down, Is Rescued

S-Korean Troops Recapture Outpost Texas From Reds

By JOHN CASSERLY

Seoul, April 13 (Monday) (INS) — American Sabre jets streaked through clear Korean skies to the Yalu river Sunday and sent seven Russian-built MIG jets spinning to the ground in one of the fiercest air actions of the year.

Still another MIG was probably destroyed as the Sabre jets ranged across MIG alley to screen Allied fighter-bombers that bombed and strafed Communist troop and supply areas, rail and road bridges and Red emplacements across the 155-mile battlefront.

Ground fighting stalled across the entire front except for the never-say-die Republic of Korea Third division troops, who recaptured outpost "Texas" after a fifth and bloody battle with 300 Chinese Reds in the early morning hours.

The ROKs killed or wounded 165 Reds, more than half of the Chi-

a.m. Tuesday (8 p.m., CST, Monday) unless there is a meeting of liaison officers.

The Communists promised Sunday to turn over the first of 600 sick and wounded Allied prisoners next Monday. The 600 include 120 Americans. The Reds did not say what nationalities would be included in the first group of 100.

Despite Allied urgings, the Reds would not advance the date.

The UN command also agreed to start homeward on the same day the first of 5,800 Communists willing to be repatriated.

The top UN commander, Gen. Mark Clark, was silent all through Sunday on impatient Red demands that the full-scale truce talks be resumed.

Clark has told the Reds that successful negotiations on the exchange of sick and wounded must precede the renewal of the big talks. The Reds reminded him that negotiations were now signed and sealed.

Peiping radio, official Communist mouthpiece, reported from Red truce headquarters at Kaesong that the first convoy of Allied sick and wounded would start southward from North Korean prison camps at 6 a.m. Tuesday and would arrive in Kaesong Thursday in a motor convoy of 23 vehicles. Then will come a long four-day wait until the actual exchange at Panmunjom on Monday morning.

The Red broadcast, heard in Tokyo, said the repatriation agreement guaranteed that the convoys carrying sick and injured will be immune from air and ground attack. It said each vehicle will be marked with red flags and stopover locations with huge red crosses.

Gunfire Hits House, Auto Near Oakdale

Oakdale, April 12 (U.P.)—State police reported Sunday that a striker and a non-union man were shot at in the Oakdale area Saturday night despite the fact that some 20 heavily-armed officers were patrolling the strike-torn area.

Trooper W. M. Welch said that Robert Johnson—a striker—was fired at as he drove through a residential section north of Elizabeth around 10 p.m. Johnson's car was riddled with buckshot and his headlights were shattered.

About an hour later, police said, a gunman fired a blast from a shotgun at the home of Erwin Tranham—an employe of the Calcasieu paper mill at nearby Elizabeth. The shots smashed a window of Tranham's house but no one was hurt.

Authorities estimate that some 12 such ambush shootings have occurred in Oakdale or nearby Elizabeth since two AFL unions went on strike some seven months ago. Sixty dynamite blasts have been set off in the strife-ridden area.

The unions called a strike against the Calcasieu plant and Southern Industries, Inc., another mill owned by the same company, in demand for a closed shop.

They have been replaced with non-union help and negotiations in the labor dispute have been at a standstill for some two weeks.

Today's Highlights
KWKH

THE JEWEL SHOW 9:00 A.M.
Ernest Tubb and his Texas Troubadours bring you a quarter-hour program of the folk hits of the day.

BOB HAWK SHOW 9:00 P.M.
Quizmaster Bob Hawk brings you an enjoyable half-hour of quips and quiz, featuring the "Lemac" question.

KWKH

The Shreveport Times Station

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Editorial	4A	Weather	2A
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Serial	2B		

festival queen—18-year-old Janet Bailey of Akron, Ohio. It was Brownell who spun the "wheel of fortune" when it stopped at Ohio, naming Miss Bailey, the Buckeye state's cherry blossom princess, to be the 1953 festival queen. The Ohio blue-eyed blonde is also the sesquicentennial queen of Ohio. (AP Wirephoto).

Fifth Traffic Fatality in 15 Days

Accident Victim Here Succumbs to Injuries

A 60-year-old retired railroad clerk who was struck down by a car here early yesterday died eight hours later to mark Shreveport's sixth traffic fatality for 1953 and the fifth in 15 days.

Dead is Robert Alford Cailleteau of 1122 Leander street. He retired three weeks ago from the Cotton Belt railroad.

Cailleteau was hurt fatally when he attempted to cross the street in front of the Cotton Boll cafe at 2436 Southern avenue at 12:05 a.m., just 56 hours since the city's last traffic death.

He died at Highland sanitarium at 8:55 a.m. Hospital officials said he suffered a basal skull fracture, lacerations of the scalp, a fracture of the upper leg and a compound fracture of the lower left leg.

Traffic Officers J. C. Broome and D. W. Williams said Cailleteau was hit by a car driven by Henry Fisher, 29, of 2116 Southern. Fisher was being held in city jail last night pending a coroner's investigation.

Cailleteau was the fourth pedestrian to meet his death on Shreveport's streets this year. Two automobile occupants died after a passenger train plowed into their vehicle here March 31.

A rosary was said by the Rev. Robert J. Bryant, pastor of St. John's Catholic church, at 9 p.m. yesterday at Wellman's Funeral home chapel.

Funeral services are scheduled for 2:30 p.m. Monday at St. John's Catholic church with Father Bryant officiating. Burial will be in Forest Park cemetery.

Cailleteau was preparing to visit his son in California when he was fatally struck down. He had just returned to Shreveport from visiting relatives in Alexandria.

Traffic officers said Fisher was inbound on Southern avenue when the accident oc-

(Continued on Page Two-A)

THE Stroller

Newcomers—

STROLLER welcomes five newcomers to Shreveport and three to Bossier City. Included are RALPH HUDSONPILLAR, of 682 Jordan street, from Oklahoma City, Okla.; C. D. BROWN, of 3791 Youree drive, from El Dorado, Ark.; RICHARD B. MARTIN, of 1737 Lakeshore drive, from El Dorado, Ark.; A. D. WILLIAMSON, of 1536 Clover street, from El Dorado, Ark.; and Mrs. WAYNE LANGFORD, of 3213 Lancaster street, from Amarillo, Texas. Newcomers to Bossier City are Mrs. DORIS L. RUNNER, of 1236 Fullilove street, from New Jersey; Mrs. FRANK W. GEORGE, of 232 Westerfield drive, from Wilmington, Ark., and F. M. PRESSLEY, JR., of 2664 South Plantation, from Wichita Falls, Texas.

Elected—

Two Shreveporters were recently elected to offices in the student government at Louisiana State university for the year 1953-1954. HOWARD C. BELCHER, son of Mr. and Mrs. H. C. BELCHER, 157 Jordan, was named president of the college of commerce, and Miss HELEN MARIE WIMMER, daughter of Mrs. Rose H. WIMMER, 1035 Sheridan, is secretary-treasurer of the law school.

Visiting—

Here for a long visit with his sister, Mrs. SARAH FRIEDMAN, of 1124 Richmond circle, whom he has not seen for several years, is MIKE FRIEDMAN of Tel Aviv, Israel. FRIEDMAN, forced to flee Germany under the Hitler regime there and later held in a camp in Israel, hopes to be

(Continued on Page Two-A)

Today's Chuckle

"Give me five minutes of your time," said the enthusiastic sales manager, "and I'll show you how you can earn twice the money you are now getting."

"I do that now," replied the tired businessman.

LIST CASUALTIES

Washington, April 12 (AP)—The defense department today identified 121 Korean war casualties in a new list (No. 788) that included 20 killed, 90 wounded, two missing, one injured and eight captured.

French and their Vietnam allies over the next year or 18 months might permit large cutbacks later. Asserting a buildup of Chinese Nationalist forces on Formosa was "very important" to curb aggression by Red China, he estimated that deliveries of military equipment to Formosa have lagged 70 per cent behind what was promised.

The secretary, without giving figures, outlined administration ideas about aid spending and foreign trouble spots in testimony before a house appropriations subcommittee, which released printed copies today. Dulles testified on March 18, shortly before the visit here of French Premier Rene Mayer. Mayer reportedly received assurance of American backing for some 57 new Vietnam commando-type battalions to fight Communist-led guerrillas.

A new foreign air program for the 1954 fiscal year starting July 1 is expected to be ready next month, after completion of a revision of the $7,600,000,000 Truman budget program under direction of Mutual Security Director Harold Stassen.

Donald B. Lourie, assistant secretary for administration, told the subcommittee that the department's own allotment already has been trimmed from $331,000,000 to $266,000,000.

Dulles testified:

1. The Indochina military situation is "not favorable as we might

(Continued on Page Two-A)

13 Innings

Sports Edge Beaumont, 2-1, For 3rd Win

Not even wintry weather or a determined team of Beaumont Exporters could stop the early-season rush of the Shreveport Sports yesterday.

Playing before a shivering crowd of 5,015 paid admissions, the locals scored a run in the bottom of the 13th inning to nose out the Shippers, 2-1, for their third consecutive victory without a defeat.

Right fielder Harry Heslet was the batting hero of the day. His single in the 13th inning drove home Joe Koppe from third base with the untying run. In the first inning, he had clouted a double to score Chico Garcia with the other Shreveport tally.

Doyle Lade, the veteran Sport righthander, toiled brilliantly through 12 innings, allowing but four hits. His opponent, Don Swartz, did almost as well, limiting the Sports to seven blows for the first ten innings.

Ironically, neither was around for the finish. Relief ace Bill Tremel got credit for the win after setting Beaumont down in the top of the 13th. Al Lamacchia took the loss for the Exporters. (Details on sports pages.)

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As the 27-year-old captain, who got his eighth MIG kill before he was forced to bail out, drifted in his parachute toward the choppy waters, a helicopter from a U. S. air rescue squadron hovered down alongside.

When McConnell hit the water and slipped out of his parachute harness, the 'copter's rescue sling was waiting a few feet from him.

The pilot, Lt. Robert Sullivan, of Roxbury, Mass., had spotted McConnell's parachute and accompanied him on the drop.

Copilot of the rescue craft was Lt. Donald G. Crabb, of Augusta, Maine, and Airman First Class Arthur G. Gillespie, of Draper, N. C., was air medic on the 'copter.

McConnell, who hails from Apple Valley, Calif., was flying through MIG alley in northwest Korea when the scrap that earned him his eighth kill and a dunking began.

The flying captain and his wingman tangled with four MIGs, and as McConnell told it:

"I singled out the inside man and opened fire from about 2,000 feet. I got hits on the right wing and wing root. I shot again and hit the engine this time. The MIG started banking sharply, the engine exploded and the fuselage began smoking.

"I turned a little tighter and made for another MIG that was off to the left. I was lining up my sights on him when I suddenly felt my plane shudder and slow down.

"I looked out and saw a jagged hole in my wing. I looked behind me and the sky was full of MIGs. I broke hard and scissored with two MIGs. All of a sudden they pulled off and disappeared."

McConnell tried to glide toward friendly lines with his power off. Over the ocean he reached the end of his glide and bailed out at 1,000 feet. It was then that the helicopter picked him up and followed him down.

Major Attack By Indochina Reds Is Seen

Hanoi, Indochina, April 12 (U.P.). The French high command warned Sunday that a major Communist attack could be expected on the Laos fortress town of Sam Neua within 24 hours—one of the most ambitious Red efforts of the seven-year war.

The high command said 40,000 Communist troops had hacked their way through mountains and jungles from the north toward Sam Neua, 110 miles northwest of Hanoi, while the Vietminh radio called upon the states of Laos and Cambodia to help the Reds fight for "independence."

Laos has been comparatively free of fighting in the seven-year-old war in Indochina. In the past most of the fighting has been in the coastal state of Vietnam, concentrated in the old northern kingdom of Tonkin around Hanoi.

French artillery blasted Communist positions outside the fortress of Sam Neua and planes dropped high explosives and napalm on enemy assembly points. But the area paralling the Siamese frontier is rough and the jungle hides the invaders.

Weather to Stay Cool Here Today

Shreveporters will continue to be invigorated today by brisk weather, according to the local weather bureau.

Though a cold front, which dropped temperatures about 14 degrees yesterday from the previous day's high, has already passed through the Shreveport area toward the Gulf of Mexico, temperatures here will remain rather cool today.

A high of near 64 is predicted for the afternoon following an expected early morning low of 42. Yesterday's high was 68; the low 53. Precipitation was measured at .14 of an inch.

The cold front, which arrived here early yesterday morning, was moving southwards from the Midwest.

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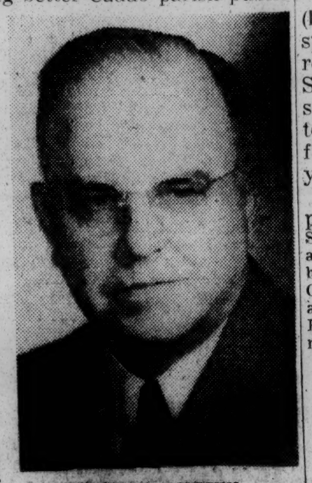

PAUL F. O'BRIEN

About 20 or 25 prominent white and negro leaders in civic and business affairs will be asked to join the organization, the cochairmen said after accepting their posts.

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The full text of individual reports from a dozen subcommittees that studied various phases of negro life in Shreveport is included, plus a history of the project and a summary of the findings. The survey was conducted at the suggestion of the Council of Social Agencies.

This survey is the only one of its kind and size that has been made anywhere in the United States, although two other smaller cities made somewhat similar surveys on a smaller scale—one in Florida and one in South Carolina. Frank Hemenway and William A. Peavey were cochairmen of the survey, with an executive committee of 33 whites and negroes as active directors.

Formation of the permanent organization was authorized by this executive committee on motion of Donald M. Ewing, associate editor of The Times, seconded by Father Joseph B. Gremillion of St. Joseph's church in Broadmoor. Approval was unanimous.

The members of the executive committee, aside from O'Brien, Weiss, Ewing, Gremillion, Peavy and Hemenway, are W. L. G. Abney, W. R. Barrow, Raleigh H. Brown, E. A. Bryant, Ben C. Dawkins, Jr., Mrs. Charles Egan, Milton Fletcher, U. S. Goodman, E. L. Green, Judge George W. Hardy, Jr., T. J. Hawkins, Nat Heath, the Rev. George F. Ivey, Bunyan Jacobs, Dr. T. M. Johnson, Dr. N. L. Lacy, Walter Mason, Lester Moore, Mrs. Aubrey M. Pyburn, the Rev. J. R. Rutledge, J. J. Serra, Mrs. George Sexton, Dr.

(Continued on Page Two-A)

E. BERNARD WEISS

Plane Crash Kills Five in N. Carolina

Siler City, N. C., April 12 (AP)—A marine corps plane crashed and burned in a field near here tonight killing five of the seven men aboard, military authorities reported.

The torpedo bomber was en route from the Glenview, Ill., Naval Air Station to the Cherry Point Marine Station, where it was stationed with the second marine air wing.

Marine corps officials reported that the pilot and another survivor were taken to a Siler City hospital The pilot was identified as 1st Lt. George McHardy, who was not believed seriously injured. He apparently parachuted.

The plane was on instrument flight at the time and sent out a distress signal at 7:30 p.m., authorities said. The crash occurred about 7:45 five miles southeast of Siler City, some 38 miles from Raleigh.

6 Die in Collision With Train in Kas.

New Cambria, Kas., April 12 (AP). Six persons, including an entire family of four, were killed today in the collision of their car with a Santa Fe freight train.

Dead are the driver, Mert Seagrove, 50; his son, Phillip, 21; John Lantz, 38; his wife, Mamie, 34; a daughter, Frances, 12, and a son, Eddie, 3. All were from New Cambria.

The train pushed the car about 500 yards before stopping.

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Still another MIG was probably destroyed as the Sabre jets ranged across MIG alley to screen Allied fighter-bombers that bombed and strafed Communist troop and supply areas, rail and road bridges and Red emplacements across the 155-mile battlefront.

Ground fighting stalled across the entire front except for the never-say-die Republic of Korea Third division troops, who recaptured outpost "Texas" after a fifth and bloody battle with 300 Chinese Reds in the early morning hours.

The ROKs killed or wounded 165 Reds, more than half of the Chinese force involved.

The ROKs drove the Reds off the battered crest of the east-central front hill shortly before 1 a.m. and shoved back three Chinese counterattacks—the last at 5:40 a.m.

The little outpost has changed hands 12 times in the past week.

The 27th jet ace of the war, Captain Joseph McConnell, of Apple Valley, Calif., shot down one MIG in the day's air fighting—his eighth of the war. McConnell also has one damage to his credit.

Captain McConnell bailed out of his burning Sabre jet over North Korean waters after it was hit in a scramble with several MIGs but was fished out of the water almost immediately by a hovering helicopter.

Major William L. Cosby, Jr., of Exmore, Va., who destroyed his second MIG during the day, described some of the fierce action:

"I picked up eight MIGs heading south. I cut off the number eight man . . . got three hits on his wings and fuselage. I fired four more bursts, the plane caught fire, rolled and crashed."

Captain Lonnie R. Moore, of Fort Walton, Fla., described his duel:

"I was just south of the Yalu when I saw 10 MIGs flying parallel to us . . . I pulled in behind, fired and got good hits, and the MIG went into a spiral. The pilot bailed out."

Moore now has one and one half MIG kills to his credit.

Other destructions were credited to:

"Lt. Col. George I. Ruddell, now with three MIG destructions and one damage to his credit, of Eugene, Ore.; Major Roy L. Reed, now with two destructions and one damage, of Santa Ana, Calif.; First Lt. George D. Matthews, for his first destruction, of Charleston, S. C., and Second Lt. Len C. Russell, for his first claim, of Macks Creek, Mo.

Captain Ryland J. Dewey, now with one MIG destruction and one probable kill, of Aurora, Colo., was credited with the probable kill.

Fast striking Thunderjets swept within 10 miles of Antung in bomb-free Manchuria and dropped tons of explosives to wreck a Red marshalling yard.

To Assure Smoothness in Actual Exchange

UN Personnel Rehearse PW Swap

Munsan, April 13 (Monday) (INS)—Two hundred and twenty-five "prisoners of war" today go through a "dry run" of the entire procedure of processing, transporting and delivery of the exchange of ailing Korean war prisoners next Monday.

United States marines, British commonwealth troops and Republic of Korea personnel will simulate "sick and wounded captured personnel" to assure that there is no hitch in the procedure for the actual exchange.

The dry run will take place in two moves. The first operation will simulate the delivery of United Nations-held Communist personnel. The second move will rehearse the receipt of Communist-held Allied soldiers.

The rehearsal takes place along nine miles of the delivery and receipt route between Munsan and Panmunjom. It will not carry the practicing teams all the way to the actual repatriation site. A practice delivery and receipt area has been set up for the dry run about five miles south of Panmunjom.

The practice run will begin when 225 "patients" simulating Communist POWs for the first move, will be loaded on a hospital train at Munsan. A total of 40 will be "litter patients" and the remaining 185 will be "ambulatory patients."

The hospital train will make a 20-minute run to the train-ambulance switch point where the "patients" will be moved to ambulances and driven to the repatriation site.

At this point, a group of personnel will deliver the "prisoners" in groups of 25 to an imaginary Communist team.

When the first act of rehearsal is over, the same "patients" will be moved to the UN personnel receiving point. From this stage on, the "patients" will represent the UN prisoners being delivered by the Communists. Receiving teams will accept them and sign receipts.

Then the United Nations soldiers and officers will go through the complete program of transportation and medical screening. Two "emergency cases" will be singled out for evacuation from the site by helicopters and the remainders of the delivered "patients" will ride from the site back to Munsan by ambulance.

At Munsan, the U. S. army's 45th mobile surgical hospital will take over. The ROK army personnel will be driven to the Fifth ROK surgical hospital.

At Munsam, the Korean communications zone provisional headquarters' responsibility for the returned prisoners will end.

From that point, the Eighth army's provisional command will take over, with a dry run of their own part in "operation little switch." This will include the medical screening to determine which "patients" will be flown to Seoul, which will be sent south by hospital train, and which will remain temporary at the mobile hospitals for emergency treatment.

Guards Patrol Cellblocks

Prison Demonstration In Minnesota Subsides

Stillwater, Minn., April 12 (U.P.)—Armed guards patrolled the debris-strewn cellblocks of Minnesota state prison Sunday while 1,000 convicts sat quietly in their cells after Saturday's daylong riot.

Warden Edwin Swenson, who was named to his job only Saturday and found a riot in progress when he arrived, said he believed the situation was "improving."

But he said the troubles at the strife-torn prison are a "long-range" proposition and won't be solved overnight.

Swenson said the uprising appeared to be "bleeding itself out and the job now is one of watching and waiting."

A few catcalls echoed through the otherwise quiet prison Sunday. Church services were canceled and Swenson said there would be no work in the prison shops Monday.

Prison officials averted what might have been a dangerous mutiny when they learned of impending trouble through the prison "grapevine" and locked the inmates in individual cells early Saturday.

Swenson refused to say what other strategy officials were following. He said he feared public reports of his plans would get back to the inmates on the radios they had tuned in in their cells.

One report, however, said officials planned to remove one-by-one a group of hard-core convicts believed to be responsible for the unrest.

Result Bulletin!

Motor Sold—$110!

6 H.P. OUTBOARD MOTOR, excellent condition and boat for $110. 8-8716.

BIG RESULTS AT LITTLE COST! For the low cost of 80c John B. Youngblood, 116 West 80th St., sold an outboard motor for $110, before 10 A.M. the very first day, and received at least six calls. VERY PROFITABLE RESULTS!

Proof again that among the thousands of daily and Sunday TIMES readers there are buyers waiting to purchase "don't-wants" in motors, boats, furniture, cars, outgrown clothing, ANYTHING OF VALUE.

If you have something to sell, TRY AN AD TODAY. Just dial 3-7131, 2-8347 or 2-8328 before 4 P.M. for next-day publication.
Times Ads: Famous for Results!

Foreign Aid Shift to Far East Planned

(Continued from Page One)

have expected." If the French will follow the American example of relying more heavily on the South Koreans and supply more arms to the Vietnam allies the situation may improve, he said. Dulles said it is important that the Indochinese receive convincing assurances of political independence. Noting that the U. S. already is paying about one-third of the cost of the Indochina war, he said nevertheless "a somewhat larger expenditure" may be necessary over the next 12 or 18 months "if at the end of that time we could feel that the expenditure could be drastically and progressively reduced."

2. The creation of a "potential force on Formosa is very important to prevent the diversion of Chinese forces to the two flank positions in Indochina and Korea. With deliveries of equipment thus far at only about 30 per cent of what was promised for the last fiscal year it "may take some more money" to bring deliveries back to schedule.

3. The administration is inclined to agree with the complaints of some European allies that they are close to the limit of their resources and cannot increase military preparations. The drain on France of the Indochina fighting is very serious, Dulles added. He said the question of contributions will be taken up at the north Atlantic treaty council meeting opening April 23 at Paris.

4. In the Middle East, "the drift is dangerously unfavorable to us," and the situation "quite precarious." Dulles said it probably will be desirable to spend "perhaps a little bit more" in the Near and Middle East to provide a minimum of armament. He said an essential element in improving conditions is a peace between Israel and the Arab states.

Man Dies Of Injuries

(Continued from Page One)

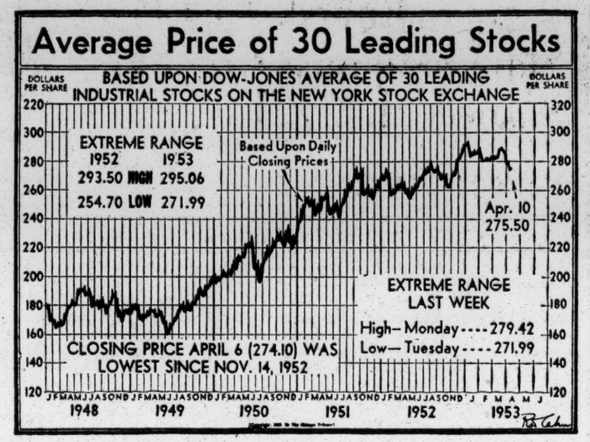
curred. The impact of the crash broke the windshield and radio antenna on the car, officers said.

The dead man was attempting to cross Southern at the Prospect intersection, the officers said.

He was taken to the hospital by an Ambulance Service ambulance.

His death placed traffic death figures in the city at one over the number recorded by this time last year. Five persons had died here in traffic crashes by this period last year.

Shreveport's long period of 87 days without a traffic fatality was broken March 28 when a three-year-old negro boy died instantly after darting into the path of a car in



Woman Accidentally Wounded

Professor, 83, Shoots Suitor Trying to Abduct Daughter, 58

St. Petersburg, Fla., April 12 (AP). A prominent 83-year-old professor, enraged when an unwelcome suitor tried to carry off his daughter, shot the man and accidentally wounded his daughter at their home in suburban Gulfport Saturday night.

Dr. Laban Lacy Rice, an international authority on relativity and astronomy, was released today after being held overnight in jail.

Sheriff Sid Saunders said Dr. Rice used a 50-year-old, foreign-made pistol to shoot and critically wound Joe Ciani, 46, when the latter picked up Dr. Rice's daughter, Mrs. Katherine Shaw, 58, and ran out of the house with her.

Mrs. Shaw, widow of the late Dr. James Shaw, a prominent St. Petersburg dentist, was treated at a hospital for a bullet wound in the hand and shock.

Mrs. Shaw's husband killed himself in a hotel room in Ocala in 1952. Ill health was given as the cause.

Saunders said Ciani, a carpenter, had been romantically interested in Mrs. Shaw ever since she hired him to do some carpentry work three years ago. Several months ago, police were called when Ciani went to the home in Gulfport to press his attentions on Mrs. Shaw.

The sheriff told this story of Saturday night's shooting:

Ciani called on Mrs. Shaw and after an argument was ordered out of the house by Dr. Rice. He picked up Mrs. Shaw and ran out of the house with her.

Dr. Rice, getting the pistol from a bedroom, fired one shot as Caini attempted to force Mrs. Shaw into his car. The husky carpenter then started running around the house, carrying Mrs. Shaw, with the doctor in pursuit. Dr. Rice fired four more shots.

Ciani was hit in the shoulder and chest.

Neighbors who heard the shots called police but in the excitement police got the wrong address and wound up at a home ten miles away. When they finally got to Dr. Rice's home, he met them at the door.

Ciani was found in the front seat of his car. Believeing him dead, the police called the coroner, but he later rallied and an ambulance took him to a hospital. Mrs. Shaw was unconscious in her bedroom.

Dr. Rice re-enacted the shooting for Saunders and Gulport Police Chief Walter Sanborn.

Dr. Rice, a well-known lecturer, had been scheduled to leave Tuesday for a lecture tour among northern colleges. He is the author of the book, "The Universe, Its Origin, Nature and Destiny."

After graduating from Cumberland university in Lebanon, Tenn., in 1891, Dr. Rice was head master of the Castle Heights Military academy in Tennessee. Later, he bought the academy.

He served as professor of English language and literature in 1939 and its president in 1941.

No charges have been filed against Dr. Rice.

2nd Due This Week

Hank's First Wife Appears In Orleans

Unions Due Back at Base Project Today

Full-scale work on a paving project at Barksdale Air Force base is expected to be resumed today by

Inter-Racial Improvement Group Set Up

(Continued from Page One)

O. S. Simpkins, Dewey A. Somdal, Dr. J. R. Stamper, Lester White, Roscoe White, Travis A. White. Mayor Clyde Fant met frequently with the committee on matters involving the city government.

Dr. N. L. Lacy, negro physician, made the motion for election of O'Brien and Weiss as co-chairman of the permanent committee.

The three-year survey included a house-to-house canvass of more than 11,000 individual negro dwellings by nearly 1,000 negro workers. Each subcommittee included negroes as well as whites. These subcommittees covered such factors of negro life, aside from more than a score of economic factors developed in the house-to-house canvass, as: Population, education, employment, health and medical care, housing, law enforcement, religion, recreation, transportation and public welfare.

In a statement to the executive committee yesterday, Cochairman Hemenway outlined the history of the survey and summarized its findings as follows:

"In August of 1949, when we last met and when the joint committee for the survey of Shreveport's negro community was organized, I was named chairman, and authorized to appoint executive and other committees to make a comprehensive survey of existing conditions with respect to the negro population of the Shreveport area. Your committee was instructed to report back to you when the survey had been completed, in order that it might form the basis for the adoption of a program and plan of action for the improvement of existing conditions, in the interest of the greater welfare of the community as a whole.

"Since that 1949 meeting, more than 1,000 volunteer workers have taken part in making this survey. Many thousands of man-hours of work have been done. Your survey group has visited 11,002 negro residences where questionnaires, containing 156 questions, have been filled out. These questionnaires have been coded, transferred to IBM cards, and tabulated. The facts available from the canvass have been made available to the numerous subcommittees, which have produced the report which we deliver to you today.

"If, at first glance, the report seems voluminous, please remember the amount of work that has been done to produce it, and we believe you will find it worth while reading in detail.

"If you will turn to the table of contents, you will note that chapters 3 through 12 deal, in detail, with the various categories encompassed in the survey. Each of these chapters represents the report of a subcommittee.

"In the population report, you will find that 42,169 of Shreve-

given the details about the city parks and recreation facilities, and the need for improvements.

"The need for extension of services for the convenience of both races is developed in the transportation survey.

"In the welfare report, it is pointed out that of 49 agencies in the city, 32 serve both white and negro people, 8 serve only negroes, and 9 serve only whites. It is believed by those making this portion of our survey that there is too much emphasis placed on the material side of social security, and too little emphasis on the development of character and civic responsibility.

"In chapter 2 you will find the recommendations made by the executive committee after studying the reports and recommendations of the subcommittees.

"Chapter 1 will tell those of you who are not already familiar with the facts how the idea of making the survey originated and how it has been executed, and will lead you up to the key recommendation you will find on page 5, where it is stated that the most important of the needs now faced by the committee in solving the problems developed by the survey is the immediate creation of an organization to continue these studies, and to make every effort to see that the recommendations suggested by those who have made the survey are carried out wherever feasible.

"It has been emphasized that such an organization should be a carefully chosen, interracial committee. It should be highly representative of every constructive group in the city, and should include men and women who will be able to obtain action where action is required, and who will be able to receive the full support of both the white and negro population of Shreveport. I sincerely hope that before this meeting adjourns today, the formation of such an organization will have been decided upon.

"Shreveport has its survey of the negro community. The facts are now before you, and it is with the sincere hope that these facts will be acted upon that your survey committee delivers you its report."

Following is the text of the Ewing-Gremillion resolution forming the permanent organization:

"Whereas the joint committee for the survey of Shreveport's negro community was organized more than three years ago to study conditions affecting the negro population of this community, which were admitted to be sub-standard in many particulars; and,

"Whereas the survey has now been completed; and,

"Whereas the findings and recommendations of the survey committee are now before this group;

"Now therefore, be it resolved that we, who at the suggestion of the Council of Social Agencies sponsored this movement, form a new organization to continue these studies and to make every effort to see that the recommendations suggested by the survey are carried out wherever feasible, and to be known as The Joint Committee for the Improvement of Shreveport's Negro Community; and that co-chairmen be elected to perfect the organization of a carefully chosen interracial committee.

STROLLER

(Continued from Page One)

CHRISTINE KINDLEIN, shown 2 days old in arms of nurse Judith Easterberg in Evanston, Ill., is doing nicely despite having been born under three handicaps: she was three months premature; her mother, Mrs. Nicholas Kindlein, 35, has polio; Mrs. Kindlein also has an RH negative blood factor. Ten doctors attended birth. (International Soundphoto).

East Texas C of C Meet Opens Today

A number of Shreveporters will attend the 27th annual convention of the East Texas Chamber of Commerce to be held today and tomorrow at Bryan-College Station.

Harold J. Bryant, general manager of the local chamber, said that "probably a carload" of Shreveporters will make an appearance during the convention.

H. C. Anderson, Shreveport representative of the East Texas chamber, and his wife definitely will be present at the convention, Bryant said, but the names of other local persons planning to attend were not immediately available.

More than 500 city and county officials from the 72-county area served by the regional chamber will be on hand for the convention, according to Hubert M. Harrison, general manager of the East Texas chamber.

Theme of the meeting will be "Working for Sound Practices in Government and Business." Seven speakers, included Texas state highway engineer DeWitt C. Greer, Little Rock humorist Art Briese, and Houston oilman Hines H. Baker, are included on the program.

Government Dismisses 425

Waco Police Arrest 64 in Morals Case

Waco, April 12 (AP)—Sixty-four men were arrested in a Waco residence early today in what a detective called a raid on a "statewide convention of homosexuals."

Fifteen detectives and police, a Texas ranger and Asst. Dist. Atty. Burney Walker made the raid on a small two-room house in south Waco.

"It was a statewide convention of homosexuals," said Det. Capt. Wiley Stem.

Most of the men were young. The majority were from Dallas. Others gave their addresses as Austin, Fort Worth, Houston, Fort Hood, and James Connally Air Force base near Waco.

One was charged with possession of marijuana. The others were booked on misdemeanor charges of vagrancy. All were released on bonds totaling $1,500.

Police said one of those arrested had rented the house.

They said the "convention" was by invitation in honor of four or five men and was to have been climaxed by a mock wedding.

Officers said they found out about the meeting through an undercover agent in Waco.

Police Lt. Bob Van Wie told a reporter, "in 30 years of policing I've never seen anything like this."

Crisis Seen In Indonesia Army Quarrel

Jakarta, Indonesia, April 12 (AP)—The split in Indonesia's army command appeared today to be building up to a new national crisis.

Reliable informants said the commander of the fifth division, who gained control of his troops by a bloodless coup, in which he ousted the regular commander last fall, had sent a virtual ultimatum to President Soekarno. This demanded, the informants said, prosecutions of army officers and civilians who staged riotous demonstrations here last Oct. 17.

The commander, Lt. Col. Soedirman, was reported to have declared his soldiers "will not be responsible for eventual consequences" if the demand is not met by next Wednesday.

The bitter intra-army quarrel stems from the defense ministry's plan to cut the 200,000-man Indonesian army in half as an economy move. Powerful ex-guerrilla groups oppose the move, fearing they will be weeded out in favor of Dutch-trained regulars.

Solons Asked To Consider Health Funds

New Orleans, April 12 (AP)—Louisiana legislators today were asked to consider an emergency appropriation for the state department of health if a special session is called.

Dr. T. D. Boaz, Monroe, president of the Louisiana Association of Public Health Workers, said a copy of a resolution adopted by the association was mailed to lawmakers.

The resolution also requested Gov. Robert Kennon to instruct the legislative council to investigate the health department's financial crisis so that sound recommendations for financing state public health can be presented to the next session of the legislature.

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CITY MARKET

armament. He said an essential element in improving conditions is a peace between Israel and the Arab states.

Man Dies Of Injuries

(Continued from Page One)

curred. The impact of the crash broke the windshield and radio antenna on the car, officers said.

The dead man was attempting to cross Southern at the Prospect intersection, the officers said.

He was taken to the hospital by an Ambulance Service ambulance.

His death placed traffic death figures in the city at one over the number recorded by this time last year. Five persons had died here in traffic crashes by this period last year.

Shreveport's long period of 87 days without a traffic fatality was broken March 28 when a three-year-old negro boy died instantly after darting into the path of a car in the 800 block of East 70th street.

He was Harrison Stephenson, Jr., of 7025 Bethany street.

Within 72 hours after the boy's death, a negro man and his wife were hurt fatally when a Dallas-bound Texas and Pacific passenger train plowed into their car at the Levy street intersection.

The woman, Beatrice Lang of 2021 Levy alley, died on the day of the accident, March 31. Her husband, Tom, died on April 4.

The tragic, instant death of 4-year-old Robert Esten Oden last Friday, when he was struck down and rolled over by an automobile in front of his home at 3117 Drexel, marked the city's fifth fatality.

Earl W. Kent, 36, of 1069 Eustis street, was the first fatality for 1953. He was killed instantly at Ridgemoor and Corbitt streets on Jan. 9 when he was struck by a bakery truck.

Cailleteau is survived by his son; Robert A. Cailleteau, Jr., of California; two brothers, L. J. Cailleteau and Walter D. Calleteau, both of Alexandria; three sisters, Mrs. J. A. Meyers, Mrs. T. S. Doty, both of Alexandria, and Mrs. C. L. Boudreau of Baton Rouge.

1952. Ill health was given as the cause.

Saunders said Ciani, a carpenter, had been romantically interested in Mrs. Shaw ever since she hired him to do some carpentry work three years ago. Several months ago, police were called when Ciani went to the home in Gulfport to press his attentions on Mrs. Shaw.

The sheriff told this story of Saturday night's shooting:

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He served as professor of English language and literature in 1939 and its president in 1941.

No charges have been filed against Dr. Rice.

2nd Due This Week

Hank's First Wife Appears In Orleans

New Orleans, April 12 (AP)—The first wife of the late hillbilly singer Hank Williams made two personal appearances here today, two days after his second wife filed suit for an injunction seeking exclusive use of Williams' name in billings.

The first Mrs. Williams was presented as Audrey Williams. She said after the first show that she had been using the name for 10 years. She sang several of Hank Williams' songs.

"I'd rather not say anything else," she said.

The second Mrs. Williams, Mrs. Billie Jones Williams of Bossier City, La., filed for an injunction in civil district court here against Audrey Mae Shepard, seeking to deny her the use of Hank Williams' name.

Advance billing for her appearance today and tonight gave her name as Audrey (Mrs. Hank) Williams.

The second Mrs. Williams told her attorney she is scheduled to appear in New Orleans this week, billed as Mrs. Hank Williams.

Williams, 29, died near Oak Hill, W. Va., en route to an appearance near Canton, Ohio.

Unions Due Back at Base Project Today

Full-scale work on a paving project at Barksdale Air Force base is expected to be resumed today by members of four unions who left the project last Monday as the result of a strike against the T. L. James Construction company.

W. B. Parish, business agent for the Shreveport Building Trades council, said yesterday that the complete back-to-work movement was made possible by the return to the project Friday of 40 members of the local heavy equipment operators' union.

The heavy equipment operators walked off the project, which will increase plane parking facilities at Barksdale, following a dispute with the James company. They are members of Operating Engineers Local 406.

One hundred and 60 members of the local cement masons, teamsters, and laborers unions also left the project at the same time. The members of the other unions, according to Parish, could not continue their work without the aid of the operators.

A large number of the members of the three unions returned to the project Friday when the operators did and still others came back Saturday morning, Parish said. All are expected back by today.

The work stoppage on the Barksdale project spread to other James company projects in nine parishes but the air base project was the only defense job involved in the strike.

The operators returned to Barksdale after talks between the union groups to the verge of agreement. Only a "few minor details" remain to be ironed out, Parish said.

Striking workers on the other company projects also are expected to return to their jobs soon, he said. An agreement will be signed within the week, according to Parish, which will probably set the pattern for road construction for all contractors engaged in such projects throughout the state.

A single cmpact contract, whose terms include wage and union shops provisions, has been shaped by the unions for presentation to the James cmpany.

Mrs. Roosevelt's Secretary Dies

New York, April 12 (AP) — Miss Malvina Thompson, secretary to Mrs. Franklin D. Roosevelt for a quarter of a century, died today of a heart attack at New York hospital. She was 61.

She had been a patient at the hospital for about one week.

BUILDING SUPPLIES

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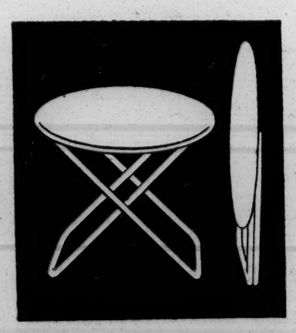

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$2.95

This is a well-made and finished general utility table. 18-inch-round top, 19 inches high.

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rare of the community as a whole.

"Since that 1949 meeting, more than 1,000 volunteer workers have taken part in making this survey. Many thousands of man-hours of work have been done. Your survey group has visited 11,002 negro residences where questionnaires, containing 156 questions, have been filled out. These questionnaires have been coded, transferred to IBM cards, and tabulated. The facts available from the canvass have been made available to the numerous subcommittees, which have produced the report which we deliver to you today.

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"If you will turn to the table of contents, you will note that chapters 3 through 12 deal, in detail, with the various categories encompassed in the survey. Each of these chapters represents the report of a subcommittee.

"In the population report, you will find that 42,169 of Shreveport's total population of 127,206 are negroes. This fact was taken from the 1950 census, and indicates that the negro community represents 33.2 per cent of our people. This is a decline of 3.4 per cent during the 10-year period from 1940 to 1950.

"Conspicuous in the education report is that negro education in Shreveport has two bright spots—the high percentage of teachers having college degrees, and the Booker T. Washington high school with its outstanding physical plant and program of instruction. The report finds, however, that existing school facilities, with the exception of the Booker T. Washington school, are over-crowded, poorly lighted and heated, and are located on inadequate sites. The house-to-house canvass revealed the fact that 1,361 fathers and 965 mothers in negro households cannot read. This represents 19.7 per cent of those who answered the question about education, but more than 4,000 preferred not to answer this question.

"Fortunately the report was able to point out that the future building program for elementary and secondary schools for negroes eliminated the necessity for any recommendation in this area. Recommendations were, however, made for a broadened use of these physical facilities.

"The employment survey reveals the fact that the 1951 labor force in Shreveport included 19,200 negroes. Of them, 2,100 were unemployed and seeking work. The 2,100 negroes unemployed contained no significant number of well-educated or skilled workers.

"In the report on health and medical care, the need for sufficient hospital beds and private rooms, and the need for group insurance with reputable companies, is pointed out. The need for good sanitary facilities is brought out in the health and medical care survey and in the housing survey.

"You will perhaps be somewhat shocked when you read the housing report, which points out that there are 13 'blighted' areas within the city limits. The great need for more and better housing for the negro population is considered by those making your housing survey to be critical. There are more than 1,500 negro families whose incomes indicate they should be in the market for better rental property or who are potential home purchasers. In the house to house canvass, it was found that of the 11,002 dwellings visited, only 3,988 had flush toilets inside the house; another 3,910 had flush toilets outside; but 2,311 of the Shreveport negro residences had privies, and 118 had no toilet facilities whatever. Less than 3,000 dwellings out of 11,002 had running water in the house.

"The law enforcement report develops the need for an effective probation system, and for a state corrective institution for negro females. The police and sheriff departments are urged to further study the advisability of using negro officers in negro sections.

"In the religion survey, it was found that almost every Christian faith is represented in the negro churches in Shreveport, which are attended regularly by approximately one-half the negro population. Recommendations are made for improvements in the services being performed by the negro clergy.

"In the recreation report, you are

Following is the text of the Ewing-Gremillion resolution forming the permanent organization:

"Whereas the joint committee for the survey of Shreveport's negro community was organized more than three years ago to study conditions affecting the negro population of this community, which were admitted to be sub-standard in many particulars; and,

"Whereas the survey has now been completed; and,

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STROLLER

(Continued from Page One)

able to come to the United States permanently some day.

Also visiting Mrs. FRIEDMAN during the past weekend were her daughter, Mrs. IRA KATZMAN of Fort Worth, and granddaughter, TERRY.

Pretty Sight—

One of the prettiest sights in Shreveport this week is the solid mass of color made by the roses blooming on the fence in front of an oilwell supply company on North Market street.

Pictures—

One Shreveporter and three other north Louisianaans are included among agriculture and mechanical college students at Louisiana State university whose pictures will appear next Sunday in the rotogravure section of the Chicago Sunday Tribune.

The Shreveporter is HELEN WIMMER, daughter of Mrs. ROSE WIMMER, 1035 Sheridan avenue, and the others are KEN OSTERBERGER, of Natchitoches; R. L. DAVIS, of Monroe; and MIGONNE YANCEY, of Jonesville.

The pictures were taken in connection with an article, "Youth on the Campus," which will appear in the Tribune's Grafic magazine.

Funeral—

Miss CONNIE WOLFE, Mrs. W. P. McCUTHEN of 925 Fairview avenue, and Mrs. C. W. HILL left Shreveport last week to attend the funeral of their father and uncle, F. W. WOLFE, in Forrest City, Ark.

The Weather

THE FORECAST

Shreveport and Vicinity—Sunny and continued rather cool today with a high of about 64.

Louisiana—Generally fair and cool today.

Arkansas—Fair today and warmer in the north and west during the afternoon.

East Texas—Fair today.

TEMPERATURES YESTERDAY

6:30 a.m.	58
Noon	54
6:30 p.m.	53
Barometer, 6:15	29.92
Sunrise today	5:48 a.m.
Sunset	6:43 p.m.

A YEAR AGO YESTERDAY

Maximum	59
Minimum	47
Highest of record, this date	92
Lowest of record this date	33

Amarillo	57	30	...
Atlanta	74	65	2.45
Baton Rouge	77	71	...
Boise	48	31	.02
Brownsville	92	70	...
Chicago	48	40	...
Dallas	58	44	...
Denver	42	24	...
Detroit	44	37	...
El Paso	66	43	...
Harve, Mont	32	17	...
Houston	71	54	...
Indianapolis	42	37	.30
Jacksonville	74	67	1.50
Kansas City	45	35	...
Lake Charles	72	58	...
Little Rock	54	50	...
Los Angeles	70	46	...
Memphis	53	49	.07
Miami	83	77	...
Minneapolis-St. Paul	44	27	...
New Orleans	80	69	...
New York	55	45	.47
Oklahoma City	54	35	...
Phoenix	73	39	...
St. Louis	48	39	.47
San Antonio	69	49	...
Seattle	45	37	.06
SHREVEPORT	68	53	.14
Washington	61	49	.91

HEADS CATHOLIC COUNCIL

St. Louis, April 12 (AP)—Francis I. Nally of Toledo, Ohio, today was re-elected president of the National Council of Catholic Men. The organization adopted a resolution calling for legislation providing for admission to the country of more refugees, expellees and displaced persons on a non-quota basis.

H. C. Anderson, Shreveport representative of the East Texas chamber, and his wife definitely will be present at the convention, Bryant said, but the names of other local persons planning to attend were not immediately available.

More than 500 city and county officials from the 72-county area served by the regional chamber will be on hand for the convention, according to Hubert M. Harrison, general manager of the East Texas chamber.

Theme of the meeting will be "Working for Sound Practices in Government and Business." Seven speakers, included Texas state highway engineer DeWitt C. Greer, Little Rock humorist Art Briese, and Houston oilman Hines H. Baker, are included on the program.

Government Dismisses 425 Over Morals

Washington, April 12 (AP) — "Homosexual proclivities" have led to the dismissal of 425 state department employes since 1947.

The figures were given to the house appropriations committee—which made them public today—by John William Ford, director of the state department's office of security.

Ford said that in October, 1952, about 26 persons were released following an investigation of the Voice of America offices in New York. He said the releases were "chiefly for reasons of morals" and many cases still are pending.

Robert W. S. McLeod, administrator of the Bureau of Security and Consular Affairs, assured the committee that "the campaign toward eliminating all types of sex perverts from the rolls of the department will be pressed with increased vigor."

Rites Here Today For Mrs. Lestage

Graveside services for Mrs. Marjorie Byram Lestage, 53, former Shreveport resident and sister of Alan R. Byram, of Shreveport, who died at 3:30 a.m. Saturday in Port Arthur, Texas, after a long illness, will be held at 11 a.m. Monday in Forest Park cemetery with the Rev. Winston Borum, pastor of the Kelley Memorial Baptist church, and the Rev. D. D. Segar, pastor of the Proctor Street Baptist church of Port Arthur, Texas, officiating.

Regular funeral services were held at 2 p.m. Sunday in Port Arthur, Texas, with the Rev. Segar officiating.

A native of Ruston, Mrs. Lestage resided in Shreveport 35 years before moving to Port Arthur two years ago. She was owner and operator of the Lestage Beauty shop, 401 Milam street, for 20 years.

Survivors include one son, John W. Lestage, of Port Arthur; two brothers, Alan R. Byram, of Shreveport, and O. E. Byram, of Port Arthur, and one granddaughter.

City Briefs

INSURANCE AGENTS—A regular meeting of the Shreveport Association of Insurance Agents, Inc., will be held at noon tomorrow in the Caddo hotel.

NO MONTHLY CRAMPS... NOT EVEN ON FIRST DAY

You may be suffering *needlessly* from the functionally-caused cramps, pain and weak, "no good" feelings due to menstruation! For—in actual tests by doctors—Lydia Pinkham's Compound stopped or gave amazing relief of such distress in 3 out of 4 of the cases . . . even on the very first and worst day of the monthly period!

Lydia Pinkham's is *modern in its action!*

So get Lydia E. Pinkham's Vegetable Compound — or *new, improved* Tablets with added iron. See if—taken throughout the month—it doesn't relieve those cramps, backaches, jitters—*help you feel better before and during your period!*

Or—if you suffer from functional "hot flashes" of "change of life," *find out how wonderful Pinkham's is for that, too!*

It has a quieting effect on uterine contractions that may cause menstrual pain!

"It was a statewide convention of homosexuals," said Det. Capt. Wiley Stem.

Most of the men were young. The majority were from Dallas. Others gave their addresses as Austin, Fort Worth, Houston, Fort Hood, and James Connally Air Force base near Waco.

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They said the "convention" was by invitation in honor of four or five men and was to have been climaxed by a mock wedding.

Officers said they found out about the meeting through an undercover agent in Waco.

Police Lt. Bob Van Wie told a reporter, "in 30 years of policing I've never seen anything like this."

The resolution also requested Gov. Robert Kennon to instruct the legislative council to investigate the health department's financial crisis so that sound recommendations for financing state public health can be presented to the next session of the legislature.

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Choice Lamb Chops lb. 46c	Choice Lamb Shoulders lb. 28c
Fancy Center Cut Lean Pork Chops lb. 66c	Fancy Lean End Cut Pork Chops lb. 48c
Swift Premium Sliced B'fast Bacon lb. 69c	Wilson Sliced B'fast Bacon lb. 48c
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THE SHREVEPORT TIMES APRIL 14, 1953

Editorials

The Negro Survey

The 33,000-word report of the three-year survey of Shreveport's negro community by an inter-racial committee of some 200 public spirited citizens—with more than 1,000 negro and white workers taking part at one time or another—offers a broad foundation from which community progress in racial fields can be carried on in the years ahead. But the finest thing about the survey is *the fact that it was made*—that white and negro citizens could and would unite in a joint three-year study which was concentrated on one group but vitally affects both. The next best thing about the survey is the fact that it has brought creation of a permanent inter-racial committee to function continuously in seeking solutions to the problems revealed.

Exhaustive, intensive and embracing as it was, the survey itself could no more than bring the people of Shreveport to the starting line in facing racial problems as they affect such public factors as education, public health, law enforcement, juvenile delinquency, economic welfare in its range from employment opportunity to public tax-paid welfare programs, housing conditions and recreation. In all such factors of community life a community can be strong as a whole only to the extent that *all parts* of its population are strong. With more than one-third of the local population negro, low standards in any factor of community welfare among this one-third automatically have some deteriorating effect on the other two-thirds. A city's public health, for example, cannot be high if high standards do not apply to one-third of the population.

No better choices could be made for co-chairmen to head the permanent Joint Committee for Improvement of Shreveport's Negro Community than Paul F. O'Brien and E. Bernard Weiss. Neither ever has said "no" to a call for community service. Mr. O'Brien is responsible more than any one layman in Shreveport for the upward development of the Caddo parish public school system, white and negro, in recent years. Mr. Weiss is a past president of the Chamber of Commerce and there have been few civic committees of citywide importance in recent years of which he was not a hard working member.

* * *

This three-year study is the first of its type and scope in the United States, though smaller and somewhat similar "pilot" type surveys have been made in Jacksonville, Florida, and Greenville, South Carolina. Unless we are mistaken, no other Southern city has formed a permanent organization of the type now being headed up by Mr. O'Brien and Mr. Weiss to deal on both a current and long range basis with problems of its negro community. Suggested originally by the Council of Social Agencies, there were those—three-years ago—who were dubious as to whether such an inter-racial project could be carried out successfully and whether it would produce anything worth while. Those who doubted at first now are among the most enthusiastic in pointing out how easy it is for white and negro leadership in Shreveport to work together

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The text of the report itself *can* be viewed from two angles—both wrong. One would be a picayunish dissecting of every minor error or questionable conclusion that could be isolated from the total of 33,000 words, with the assumption that these, accumlatively, destroy the report's general validity. The other wrong approach would be to accept as gospel fact every single sentence and conclusion.

The right approach to the report is to treat it as exactly what it is meant to be—*a starting line for the real job ahead.*

* * *

Shreveport's negro leadership and its negro rank and file deserve especial commendation. The survey offered them *their* chance to get *their* case before the whole public and they did not fail. The fact that more than 700 negroes took part in the house to house questionnaire canvas of 11,002 negro dwellings and that more than 10,500 of the questionnaires were so well done as to be susceptible to IBM machine tabulating without further check or correction shows how well negro workers handled their part of the work.

The report is gratifying in various portions showing how much has been done to spur negro progress in Shreveport. This is particularly true in education, with a $2,000,000 negro high school built and a current $20,000,000 bond issue—voted mostly by white taxpayers—to go one-half for negro schools. In recreation the policy is equal facilities for all races with more for negroes in the past five years than in the previous 118 years of Shreveport's existence. Juvenile delinquency among negroes has been cut almost in half in this period—and among whites, too. But there is still much to be done in these fields.

Two fields seem to stand out as needing the greatest attention at the earliest possible moment. One is negro housing, where the survey shows more than 1,500 negro families with income sufficient to pay for adequate and modern housing which is not available to them.

Sanitation conditions in the negro community tie into the lack of adequate housing. The fact that outdoor privies are the only toilet facilities for 2,311 of the 11,002 negro dwellings, and that 118 dwellings have no toilets of any kind presents a situation that affects health of the *entire* community, negro and white. Alongside this must be considered the fact that there are a great many white dwellings of the same type. They, too, must have attention. A drive for law enforcement in this field has brought connection of several hundreds of negro and white dwellings to sewer lines in the past five years, with compulsory installation of flush toilets whenever a dwelling is within 300 feet of a sewer line.

To solve this problem completely there will have to be considerable more mileage of sewer lines. A survey of all sewer needs of the city now is under way by professional engineers employed by the city council. When the lines are available, it will be up to landlords to connect rental properties to them—and up to law enforcement agencies to act vigorously against any who fail to do so.

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

May 13, 1953

RECEIVED
MAY 15
Southern Regional Council

Memo:

Our Council has recently completed a comprehensive Survey of the Negro Community, a project which has gone on for three and a half years. The Survey attracted the attention of Mr. Edward R. Murrow of the Columbia Broadcasting System, New York, because it was done voluntarily by the community whose citizens were interested in the collection of factual data as the basis of a long-range plan for righting inequities and furthering harmonious race-relations.

Mr. Murrow has a staff here now, making a television program which is scheduled to be shown on his "See It Now" program in New York on either May 17 or May 24. The time is 6:30 p.m., Eastern Daylight Time; 4:30 p.m., Central Standard Time.

We thought you might like to see it.

Elsie L. Wilson
Elsie L. Wilson
Executive Secretary

mh

Changed to June 7th

First of Its Kind for City

Negro Housing

Here to Cost $1

Construction will begin toda
housing project for negroes—the
FHA insured such units for negro

The 208-unit project is in
bounded by Union avenue, Clift
streets.

Announcement of the project was made yesterday by N. O. Thomas, Jr., president of the Bel-Aire Apartments, Inc., owners and developers of the units.

W. G. Bertschinger of Jackson, Miss., is vice president of the company and is also president of B&B Construction company which will construct the units.

Bertschinger said some of the units would be ready for occupancy in six months.

The project was hailed by the developers and FHA officials as possibly opening the way for private enterprise financing of other negro rental projects in Shreveport.

Thomas also handled transactions for development of Sunset Acres, the largest housing project in Shreveport building history.

In the new project, there will be 52 two-story frame buildings, located on a 15-acre tract with garden type development. They will contain a living room, dinette, kitchen, bath and two bedrooms.

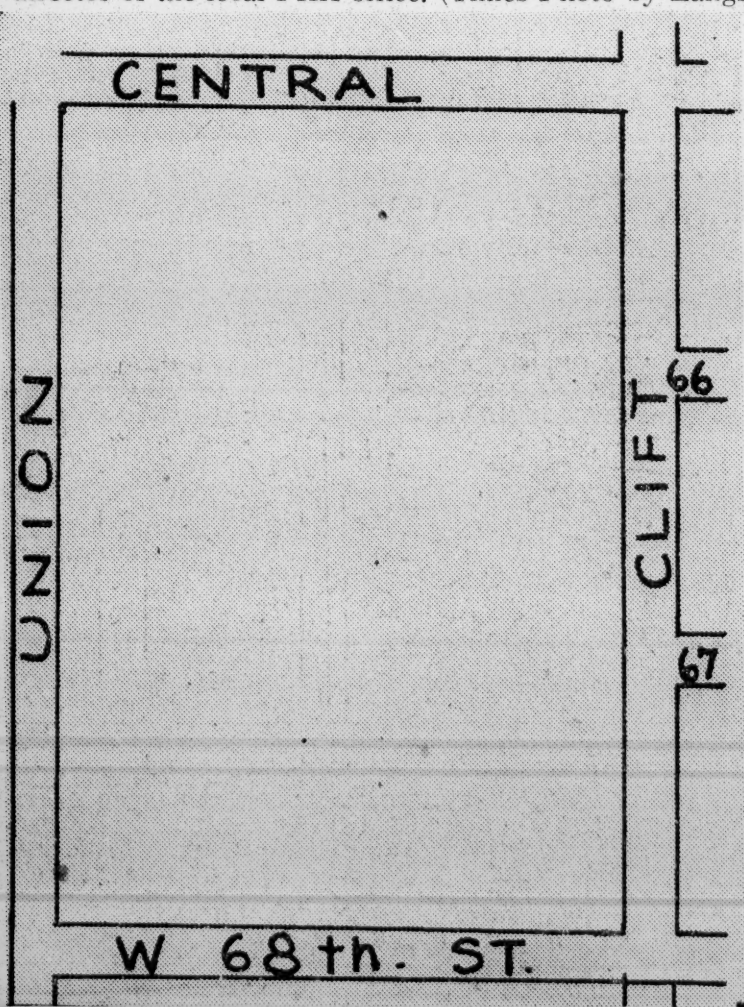
There will also be a playground area in the section, paved streets, parking facilities and paved sidewalks. A rental office will be maintained on the property and a maintenance crew will be employed to care for the buildings and grounds.

Thomas maintains his office in the new Commercial Bank building.

Thomas yesterday was issued a

(Continued on Page Eleven-A)

CLEARING THE WAY for construction of a $1,000,000 rental housing project for negroes here was the issuance yesterday of a building permit to the Bel-Aire Apartments, Inc., by Charles F. Leslie, seated at left, city building inspector. Receiving the permit is W. G. Bertschinger, seated, vice-president of Bel-Aire. Witnessing the transaction, from left to right, are N. O. Thomas, Jr., president of Bel-Aire, D. H. Lyons, chief underwriter for FHA, Mayor Clyde Fant and O. P. Heffington, assistant director of the local FHA office. (Times Photo by Langston McEachern).



[illegible]IRST PRIVATE enterprise, FHA insured rental [illegible]for negroes in Shreveport will be located in the [illegible]n above. It will contain 208 apartments. Some [illegible]dy for occupancy within six months.

New Housing Project Here For Negroes

(Continued from Page One)

$710,000 city building permit. Additional permits will have to be issued for plumbing and electrical work, bringing the total cost to approximately $1,000,000.

This housing development firm already constructed and sold 90 single family dwellings in the Bel-Aire subdivision to negroes.

Associated with Thomas in this project are W. R. Hawn, John R. Neece and Harlan Ray of Dallas, who also participated in the Sunset Acres development.

Court records yesterday showed that a mortgage was filed by the Bel-Aire, Inc., in favor of Republic National bank of Dallas for $871,000 to handle interim financing of the project.

T. P. Watkins, manager of W. B. Leedy company of Jackson, Miss is handling permanent financing of the project.

"Believing as we do that private enterprise should produce housing, it has been our hope for several years to provide a high class rental project for the negro people of Shreveport," Thomas said. "We are very happy to have at last succeeded.

"The obstacles have been almost insurmountable. The land was purchased in 1950. Ninety single family dwellings already have been built and sold to leading negro

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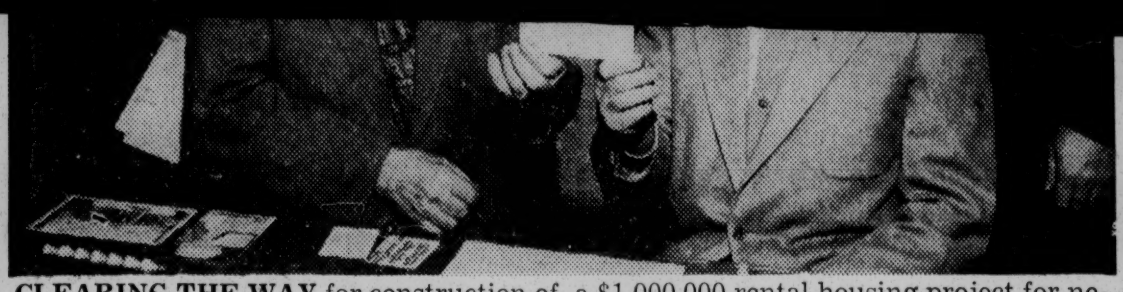

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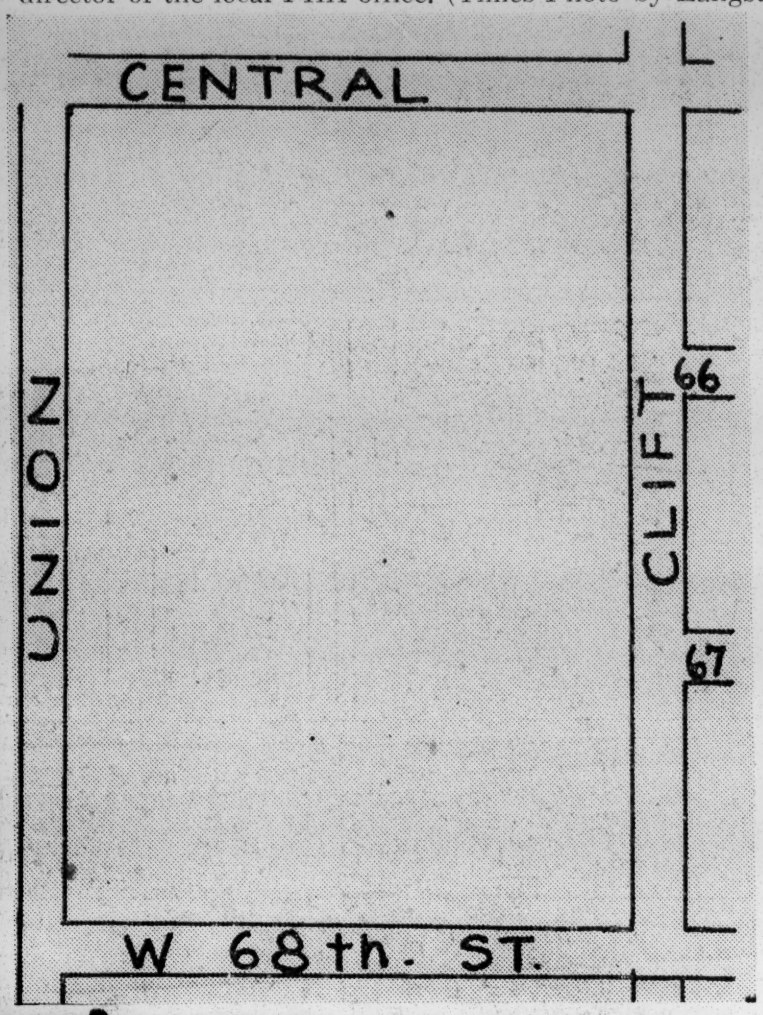

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"The obstacles have been almost insurmountable. The land was purchased in 1950. Ninety single family dwellings already have been built and sold to leading negro families, but it has been very difficult to secure financing for rental development.

"Through the efforts, however, of the local and national FHA offices, the mayor and other city officials and the Shreveport Inter-Racial committee, composed of many white and negro citizens, we have been able to overcome the problem involved.

"Permanent financing has been secured from the W. B. Leedy and company of Jackson, Miss. We believe the entry of this institution into Shreveport will mean other investors will consider negro FHA mortages in our town and that private enterprise will at last be able to compete with public housing."

Mayor Clyde Fant hailed the project as "contributing much to our overall slum clearance project."

"I have been working with the FHA and owners of this project for about two years and am very happy to see actual construction begin," he said.

D. H. Lyons, chief underwriter for the FHA, said this project had been carefully analyzed and it meets FHA requirements.

O. P. Heffington, assistant director of the FHA, also praised the development.

"Since early 1950," he said, "when the Shreveport office of the FHA became an insuring office, the local FHA and Washington officials have been very conscious of the deficiency of good rental units for minority groups and have endeavored to stimulate interest through local civic lending institutions and other groups in the development of not only low cost rental but low cost sales type homes for minority groups.

"The FHA is very pleased to see a actual construction of this project begun and feel it will be an inducement to other private enterprises toward producing additional low cost rental and low cost owner occupant units, not only in Shreveport but in the remaining 28 parishes under the jurisdiction of the local insuring office."

Also commending the project was William Peavy, co-chairman of the Shreveport Inter-Racial committee.

"I congratulate Mr. Thomas on his housing project," he said, "and I would like to see more such projects, both for rental and sale started here. I believe many times this number of units could be built and sold or rented in Shreveport."

Community Self-
Surveys
Shreveport

May 18, 1953

Mrs. Elsie L. Wilson
Council of Social Agencies
Box 141
Shreveport, La.

Dear Miss Elsie:

Hi! You've got to the stage of going on the television!

We never have seen a report from all that big business here.

Shoo us one if you can.

Cordially,

George S. Mitchell
Executive Director

GSM:ec

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

RECEIVED
MAY 15
Council

May 13, 1953

Memo:

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Mr. Murrow has a staff here now, making a television program which is scheduled to be shown on his "See It Now" program in New York on either May 17 or May 24. The time is 6:30 p.m., Eastern Daylight Time; 4:30 p.m., Central Standard Time.

We thought you might like to see it.

Elsie L. Wilson
Elsie L. Wilson
Executive Secretary

mh

June 3, 1953

Mrs. Elsie L. Wilson
Council of Social Agencies
715 Travis St.
Shreveport, La.

Dear Elsie:

Very many thanks for the copy of the report on the survey.

I have put in a couple of hours on it and will study it more. Everyone who had a hand in it is to be congratulated on the high level of fact-finding and sincerity in recommendations. Much of the work, I know, was tedious, but none of it seems slipshod, and all of it impresses with its accuracy.

I can see a spot or two at which complications and involvements softened what might have been stout proposals. But, in general, it seems to me that the committees were quite good about not pulling punches.

The strong recommendations on vocational education were particularly interesting, and also those in health and recreation. Out of what I have read so far, I don't get a clear picture of what is to be done about housing, but that's up in the air all over the country. Excellent proposals too about police training.

Of course, the great thing is not the findings, but the process, and that will have done a world of good. Problems get solved when people of good will, accustomed to working together, obtain the detailed facts. Clearly, the job you have all done has placed citizenship and race relations in shreveport on an altogether higher plane, and the results will come thick and fast in future years. How much surer you must all be as you touch each area of contention, now that the facts are there and the feelings and attitudes of people toward the facts have been explored!

Mrs. Elsie Wilson, June 3, 1953

I will ask Anna Holden to go through the report, figure by figure. Meanwhile, my warm appreciation to you for sending it, and our admiration to Shreveport and the Committee for the job they did.

Sincerely,

George S. Mitchell
Executive Director

GSM:ec

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

May 22, 1953

RECEIVED MAY 25 Southern Regional Council

Dr. George S. Mitchell, Executive Director
Southern Regional Council, Inc.
Room 432
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear George:

Under separate cover I am sending you one of the very short supply of the mimeographed copies of the Negro Survey. We are trying now to decide in what volume to publish the thing.

We did not seek the national publicity and I certainly have some qualms about what it will do to us even though we are most appreciative of Mr. Ed Murrow's interest. It has certainly got a little out of bounds of anything we intended.

Thanks a lot for your note. I have meant to keep in closer touch with you, but I was out of the office and ill for about two months at the beginning of the year so have been "catching up" since I have been back at work.

Cordially yours,

Elsie - minus the "Miss"

Elsie L. Wilson
Executive Secretary

ELW:mh

The telecast is postponed. We had a wire today that it will go on June 7.
E.

September 1, 1953

Mrs. Elsie L. Wilson
Council of Social Agencies
715 Travis St.
Shreveport, La.

Dear Mrs. Wilson:

We would like to have fifteen or twenty-five copies of the printed edition of "The Shreveport Story," as your supply will permit.

I would also still like to have a copy of each of the two speeches of appreciation you played at the Blue Ridge meeting.

In going through the survey report again I was impressed once more with the scope and thoroughness of the study.

Nice seeing you again at Blue Ridge .

With best wishes,

Sincerely,

Anna Holden
Research Assistant

Memo . . . FROM THE DESK OF
GEORGE S. MITCHELL

10-8-53

Dr Mitchell:

Mrs. Wilson sent us 25 copies of the Shreveport Story (printed version of the survey)

Do you want to send them to the various state chairmen?

AH

Miss Anna Holden:

Yes. Please.

G S M

Sent 10-15-53

Same letter to all state division chairmen

October 15, 1953

Mr. Ocie Lee Smith
1500 Bishop St.
Little Rock, Ark.

Dear Mr. Smith:

I am sending under separate cover a report of a self-survey of their Negro community made by the people of Shreveport, La.

Similar to the Greenville, S. C. self-survey made several years ago, the Shreveport study was sponsored by a citizens' committee of whites and Negroes and involved the participation of many persons of both races.

A permanent interracial committee and a number of other community improvements have already developed as a result of the survey.

Sincerely,

Anna Holden
Survey Assistant

October 26, 1953

Mrs. Elsie L. Wilson
Council of Social Agencies
715 Travis St.
Shreveport, La.

Dear Mrs. Wilson:

A belated thanks for the twenty-five copies of The Shreveport Story, which came while I was home on vacation.

We mailed them out to the chairmen of our state divisions and to others whom we thought might be interested.

Sincerely,

Anna Holden
Research Assistant

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES 715 TRAVIS STREET • POST OFFICE BOX 141
SHREVEPORT, LOUISIANA

September 3, 1953

RECEIVED SEP 8 Southern

Miss Anna Holden, Research Assistant
Southern Regional Council, Incorporated
Room 432
63 Auburn Avenue, N.E.
Atlanta 3, Georgia

Dear Anna:

We are shipping you under separate cover 25 copies of the printed edition of The Shreveport Story.

I shall get copies of the speeches as soon as possible. One has been taken off the record and typed; Dr. Lacy's has not yet been done.

Your favorable comment on the report is very much appreciated, and it was good to see you again at Blue Ridge. Please give my best regards to Dr. Mitchell and to Harold Fleming.

Cordially yours,

Elsie Wilson

Elsie L. Wilson
Executive Secretary

mh

The Shreveport Story

AR WORLD 1-19-54

Shreveport Is Named "All-American City"

NEW YORK — Shreveport has been named a 1953 All-America City for outstanding citizen effort in surveying Negro welfare needs and taking action to meet them. The full story of the All-America City Awards, co-sponsored by the National Municipal League and Look Magazine, will be told in the issue of Look out Tuesday, January 26.

In addition to Shreveport other Award-winning cities are Canton, Ohio; Daytona Beach, Fla.; De Soto, Mo.; Flint, Mich.; Park Forest-Rich Township High School District, Ill.; Peoria, Ill.; Petersburg, Va.; Port Angeles, Wash.; Richmond, Calif.; and Scranton, Pa.

The Awards are given for noteworthy citizen action directed toward improvement in government, schools, housing, welfare, and other important areas of civic activity. The cities must show that initiative stems from citizens, not from government officials.

Shreveport's Council of Social Agencies, and the work of more than 1,000 white and Negro volunteers, are cited in the anouncement of the Awards. The voters and Shreveport's local groups are praised for taking action, once the facts were known, to improve housing, schooling and hospital facilities for the city's Negro population.

Other Southern communities are being stimulated by Shreveport's example of interracial co-operation for the welfare of its Negroes, according to the announcement.

Civic corruption, vice, gambling, bribery and waste, were the problems haunting three of the winning cities—Canton, Dayonta Beach and Peoria. The citizens of these cities organized to fight the corrupt machines to a standstill. Having "thrown the rascals out," they were able to clean out the gamblers, dope peddlers and houses of prostitution. Peoria is also cited for its shift to a modern Council manager form of government.

Richmond, Calif., and Scranton both faced "ghost-town" threats before their alarmed citizens came to the rescue. When Richmond's wartime boom collapsed and 100,000 jobs folded up, the case looked hopeless until half a dozen citizens' organizations acted to bring new industries to the idle shipyards and other sites. Meanwhile, the city has constructed new schools, a civic center, a youth center, a hospital, and is replacing shoddy wartime hiusing with modern buildings.

Scranton also seemed a dying city when the hard coal mines petered out after World War II. Only the energetic, ingenius action of its citizens rescued the city by attracting new industries. From 400,000, unemployment is now down to 5,000, with the prospect of jobs for everybody by spring.

Port Angeles received its Award, as did De Soto and Petersburg, for citizen campaigns to revitalize their run-down communities. After years of lethargy, more than half of Port Angeles' citizens are now helping refurbish their city. They have remodeled the YMCA building, cooperated on a community study, pushed bond issues to build new schools, and voted funds for paving streets that had been mud and dust. Port Angeles set the scene for its improvement by a change to Council-manager form of government.

A shift to Council-manager government also sparked De Soto's progressive march. Once a town with no future for its young people, it now has teenagers serving on its civic planning committees. Repaired and remodeled, the city has new pavements, a new 7-acre park and a teenagers' clubhouse.

Citizens of historic, sleepy Petersburg were galvanized into action by the success of a drive for a new hospital. Now, in addition to the hospital, they have achieved a million dollar Negro high school, a new elementary school, a fire house and other improvement.

Fast growing Park Forest and Rich Township High School District in which it is located, have won an Award for achieving a new high school in the face of what seemed overwhelming odds. As a result of energetic citizen action, the District now has its own fine high school serving not only Park Forest, but small neighboring communities as well.

Flint's famous building-bee won its citizens the All-American accolade. After a calamitous tornado hit the city last summer, 7,800 citizens volunteered to rebuild 193 wrecked homes. The feat was accomplished in one weekend, with skilled construction workers supervising the host of willing amateurs.

Of 115 cities nominated for the All-America Awards, 22 finalists were picked to present their cases to a jury which met in Richmond, Va., last November at the National Conference on Government.

The runners-up were Corpus Christi, Tex.; Fair Lawn, N. J.; Glendale, Calif.; Grand Rapids, Mich.; Greenwich, Conn.; Hamilton, Ohio; Lawrence, Mass.; Norwich, Conn.; Pittsburgh, Pa.; Rome, N. Y.; and Toledo, Ohio.

The All-America Cities Awards were established in 1949 by the National Municipal League, and for the past two years have been co-sponsored by Look.

The jury selecting the All-America Cities included Dr. George H. Gallup, jury foreman and Director of the American Institute of Public Opinion; Prof. Arthur H. Bromake, U. of Michigan; Mrs. J. L. Blair Buck, former president, General Federation of Women's Clubs; Harold S. Buttenheim, editor, The American City; Lloyd Hale, president, J. H. Tennant Co., Minneapolis; Mrs. Hiram C. Houghton, Foreign Operations Administration; Mrs. John G. Lee, president, League of Women Voters; Laurence F. Lee, chairman of the board, U. S. Chamber of Commerce; Vernon C. Myers, publisher, Look; James M. Osborn, Yale U.; Leo Perlis, National director, CIO Community Services Committee; and Prof. Donald H. Webster, U. of Washington.

January 25, 1954

Mrs. Elsie L. Wilson
Council of Social Agencies
715 Travis St.
Shreveport, La.

Dear Mrs. Wilson:

I see in the papers that the Shreveport survey has gotten your town the National Municipal League's award as the 1953 All-American City.

Congratulations from S R C! We are looking forward to the spread in LOOK.

Dr. Mitchell is in New York on a two-week stretch of conferences and meetings, but I am sure joins the rest of us in praising the Shreveport self-survey committee once more for its effective work.

With best wishes,

Sincerely,

Anna Holden
Research Assistant

the

February 1954
Vol. 1 • No. 2

Municipal South

SHREVEPORT . . . *Would Your City Dare Make Her Survey?* ***(Page 5)***

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the VOL. 1 FEBRUARY 1954 No. 2

Municipal South

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THE MUNICIPAL SOUTH is devoted to the dissemination of information and the exchange of opinion relative to the operation and management of municipalities with 1,000 and more population in the states of Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia, West Virginia, and the District of Columbia. Appropriate material, technical and otherwise, is solicited and will be paid for at regular rates. Opinions expressed by contributors are their own, and not necessarily those of the editors and publishers. THE MUNICIPAL SOUTH is published monthly by Clark-Smith Publishing Co., 218 West Morehead Street, Charlotte 2, N. C. It is sent gratis to municipal officials and department heads in Southern states. To others in the United States, subscriptions are $3.00 per year; foreign subscriptions are $6.00. Acceptance under Section 34.64, P. L. & R., is authorized.

Acclaim For A City's Introspection

In Shreveport, La., there has been completed by the citizens an all-inclusive survey of ten vital aspects of Negro life in the city. The findings of the survey have been published in an 87-page book, entitled "The Shreveport Story," divided into chapters on population, education, employment, health and medical care, housing, law enforcement, religion, recreation, transportation and welfare. First sponsored by the city's Council of Social Agencies, the survey stands as a monument to 1,000 volunteers, white and colored, who made a house-to-house canvass of the Negro section, and came up with astonishing total of 11,002 questionnaires completed.

Some of the findings were appalling. For example, of the Negro dwellings visited, only 3,988 had inside flush toilets. Some 3,910 dwellings had outside flush toilets, some 2,311 had only the old-fashioned "outhouses," and 118 dwellings had no toilet facilities whatever. In the words of Mayor Clyde Fant, "Some of the things we've seen are appalling. Ten families using a single toilet . . . eight families using the same kitchen that doesn't even have a sink, just a cold water tap . . . another family catching their water from rain and using a rusty old tub to store it . . . three complete families living in two tiny rooms. Enough to make you sick!"

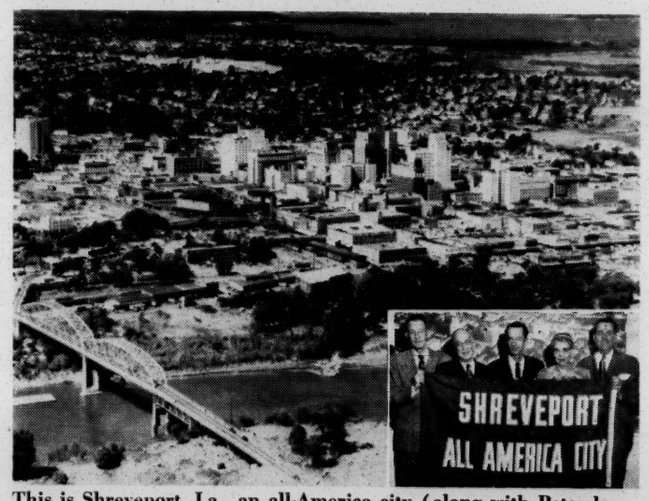
The findings, of course, reflect upon Shreveport, but the Joint Committee for the Survey of Shreveport's Negro Community, created to do the job by the Council of Social Agencies, has pulled no punches. It has unhesitatingly turned the spotlight of national public interest upon its own city by publishing the findings and mailing them, upon request, all over the country.

But the survey has achieved results. Efforts toward making improvements in education, recreation, transportation, welfare and law enforcement have already begun. Particularly in housing have efforts been concentrated, and already within the city are 684 Negro housing units under construction. Furthermore, Mayor Fant has announced a slum clearance program aimed at the replacement of all substandard construction.

Not only in living conditions, but also in that intangible something called race-relations has Shreveport scored a triumph. It has shown critics, in the North or wherever they might be, as well as its own Negro population, that it does care enough about the welfare of its poorer citizens to see that they live like human beings. Furthermore, the bi-racial co-operation achieved during the survey proved that the two races can work together to achieve a worthwhile end.

Admittedly, findings such as those at Shreveport call for drastic action on the part of any city. Shreveport, therefore, is not so much to be commended on the program she has instituted since the survey as she is for making the survey in the first place. Frankly, we're inclined to wonder how many other cities in the South, or North, would have the courage to turn a similar searchlight upon their Negro communities.

THIS MONTH'S FRONT COVER



This is Shreveport, La., an all-America city (along with Petersburg, Va., and Daytona Beach, Fla., in the South) who won the honor because its citizenry cared how those on the other side of the tracks lived. Just completed in Shreveport is a gigantic, comprehensive survey of the city's Negro community, covering almost every aspect of Negro life there. The findings, published in a volume entitled, "The Shreveport Story," have had effects all over the country. Some of the leaders in the survey are pictured in the inset, left to right: W. A. Peavy, president of the Council of Social agencies which sponsored the survey, Harold Bryant, manager of the Shreveport Chamber of Commerce, Mayor Clyde E. Fant, Mrs. Elsie Larson Wilson, executive secretary of the Council of Social Agencies, and T. E. Wimberley, president of the Shreveport Chamber of Commerce. Don't miss "Shreveport: All-America City," the lead article in this issue.

the Municipal South

Vol. 1 FEBRUARY 1954 No. 2

Also editorial p. 3

Would you dare to look at the living conditions of the Negro in your city in the same way that Shreveport did? Here's the story of a survey that pulled no punches, and won for its city the title

Shreveport: *All-America City*

This important article was written for THE MUNICIPAL SOUTH by Dean Pieper, a general assignment reporter for the *Shreveport Journal* who has been a contributor to national magazines for the past ten years.

FIVE years ago a harried social worker sat behind a desk in a large Southern city, absently dabbed at a smudge of carbon on her cheek and vainly sought the answers to some confusing investigative problems.

They had to do with employment, housing and rehabilitation of certain Negroes and nowhere could she put her finger on just exactly the information she required.

A few blocks away a hard-pressed jurist faced a similar task. He needed certain specific information, only to discover his findings were in the broadest of terms.

Unknown to each other, an idea started in the minds of both the social worker and the judge: "Why can't we get accurate and up-to-date information in our Negroes? Why can't we find what we want to know?"

From this humblest of beginnings was born what has now become nationally-famous as the "Shreveport Story." Vague and nebulous in 1949, the "Shreveport Story" today stands as a monument to the efforts of an army of 1,000 persons, white and colored, who joined together in a vast, community-wide, fact-finding program.

To be quite correct, the "Shreveport Story" is a title—a means of identifying a self-survey of the Negro community of Shreveport, La. But its effect is by no means confined to Shreveport. The results of 36 months of intensive probing has had far-reaching repercussions, mostly for the good, throughout the entire United States.

The latest repercussion, so to speak, was accorded just a few days ago (Feb. 2, 1954) in the presentation of an All America Cities Award to Shreveport, one of 11 communities throughout the nation so honored.

Such an Award is made annually to certain communities which, in the opinion of a distinguished panel, actively improved their status or facilities through bootstrap-lifting maneuvers. Sponsors are *Look* Magazine and the National Municipal League.

Actually, Shreveporters may seem a bit bewildered by all this attention. But, they're mighty pleased. They feel the attention is wonderful and quickly distribute the credit to all those participants in the project. They make no discrimination to color lines, agreeing that without the help of the Negroes themselves the job could never have been done.

Somewhat isolated in the northwest corner of Louisiana, Shreveport is the natural distribution center for the rich and productive "Ark-La-Tex" area. Located 180 miles east of Dallas, 235 miles west of Baton Rouge, 214 miles south of Little Rock and 324 miles north of New Orleans, Shreveport boasts a trading area of more than a million persons.

Moreover the community has kept pace with the growth of the South. Its population was 76,655 in 1930. In 1940 it stood at 98,167 and the 1940 census gave it a total of 127,207 residents. Moreover it is the second largest city in the state, somewhat to the chagrin of Baton Rouge, the capital, which has tried desperately to follow New Orleans in population totals. Today, the Shreveport Chamber of Commerce conservatively estimates the population at 147,000.

And like every other large Southern city, a good portion of its population is composed of Negroes. Ostensibly they have equal rights and privileges with Caucasians but the fact remains they are considered a minority group and treated as such.

Shreveport's Negro population is roughly 42,000, about 33 per cent of those persons residing within the municipal boundaries. Their problems are no different from those of Negroes in any other Southern city. They are congregated in the less desirable sections, mainly because their economic stature restricts their movements.

They have problems of health, housing, welfare and recreation but just what these problems are—or were—remained unanswerable except in the most vague general terms.

The harried social worker was Mrs. Elsie Larson Wilson, executive secretary of the Shreveport Council of Social Agencies. Theoretically, this body is rated a notch "higher" than the Shreveport Community Chest for it is composed of representatives of community chest agencies who pass on special problems and solve unusually touchy issues. Mrs. Wilson's continual rebuffs for specific information led to the suggestion that the Council undertake a fact-finding survey. "We don't know, so let's find out," she urged.

The question was promptly supported by Judge George W. Hardy, lumberman W. A. Peavy and several others.

"Our difficulty," said Peavy, currently the president of the Council of

Social Agencies, "was the fact that we knew a little something about the Negro community but we really didn't know anything at all. It was a matter of everyone's business being no one's business."

So the Council decided: "Let's make it our business!" On March 23, 1949 they officially sancitioned a factual survey of the Negro area. During May and June they picked their chairman, a furniture dealer named Frank Hemenway, Jr., and checked a long list of groups and individuals whose participation would insure the project's success.

A Survey Committee

Rather than have the Council assume full responsibility, members decided it would be advantageous to establish a separate organization. Consequently they proposed what became officially known as the "Joint Committee for the Survey of Shreveport's Negro Community."

At first the canvass was to cover only basic informational needs: housing, education welfare. But the deeper they dug, the more they found they had to dig.

"It was sort of like Topsy," explained Hemenway. "It just grew. Only its growth was guided and directed."

During the summer of 1949, Hemenway called a number of conferences with representatives of all phases and segments of community life. School officials . . . labor organizations . . . the chamber of commerce and the Negro chamber of commerce . . . executives of health and welfare agencies . . . government officials . . . ministers . . . law officers . . . Junior League members . . .They were all approached. And they all offered to help with more than just lip service.

Nor were the Negroes at all overlooked. Survey Committee members realized early that without the Negroes themselves, the project was doomed. Late in August they called a special meeting of 40 of Shreveport's leading Negroes, explained the situation and received an enthusiastic response. Then, they dispatched an explanatory letter to some 200 persons and agencies, inviting co-sponsorship of the survey. One hundred sixty eight acceptances were received.

Bill Peavy was named co-chairman, to assist Hemenway. The Committee then picked a small executive group to assume active and personal supervision. To E. Bernard Weiss, manager of one of Shreveport's leading retail concerns, went the assignment of drafting the questionnaire. (Weiss was killed in an air crash in January, 1954, along with 10 of the South's leading financiers, industrialists and business men and two top-rate pilots).

Between August, 1949 and March, 1950 the Committee devoted much of its time to reports and findings of other community surveys, to the appointment of various sub-chairman, to the study and preparation of forms, charts and other advance material.

"We knew all this would take time," Hemenway recalled. "Whenever we thought we had things ready we discovered something else we needed. It took many months to get our Negro participants ready. Then we had to make certain the Negro community itself understood what was planned. We were fortunate to get Dr. N. L. Lacy, president of the Negro chamber of commerce and a prominent Negro physician to supervise the actual canvassing details."

Long Questionnaire

By the time the preliminaries were completed it was May of 1951. From then on things began to hum. The Committee revised the questionnaire for the final draft and discovered it contained 150 different, yet related questions. It covered virtually everything anyone wanted to know.

Shreveport's two newspapers, the *Journal* and the *Times*, plus the city's four radio stations, combined on a broad publicity and educational campaign, making certain the entire project, and its purpose, was fully explained.

Negro school teachers recruited by Dr. Lacy, told their students. Negro ministers informed their congregations. By September Dr. Lacy called for 200 Negro volunteers. Seven hundred answered his call, including 250 teachers.

Rather than muff anything it was decided to split the actual house-to-house coverage into three parts: a "dry run" to iron out any last minute problems, then the canvass itself—two full days, two weeks apart. On September 17 and October 1.

During the first half of September, six area training meetings were held. The canvassers were shown in detail how to get their answers, how to handle emergency situations.

And when the green light finally flashed, a smooth-functioning task force of 1,000 volunteers covered a myriad of dwellings and came up with an astonishing 11,002 actual returns.

The findings were divided into 10 chapters: population, education, employment, health and medical care, housing, law enforcement, religious, recreation, and transportation and welfare.

The Shreveport Junior League spent five months coding the questionnaires, the information was placed on IBM cards for permanent records and for the first time in its history, Shreveport had a crystal-clear reflection of its Negroes' problems.

Surprisingly enough, the mirror showed the Negro population had diminished percentage-wise during the last decade. In 1940 the Negro population was 35,975, or about 36.6 per cent of Shreveport's total population. The 1950 census gave the city a population of over 127,000—42,169 being Negroes, for a percentage of 33.2.

Moreover, in 1940, Negroes occupied 36.8 per cent of all the dwellings in Shreveport but by 1950 this percentage had dropped to a 30.6 figure—a decline about the total population decline.

Insofar as education was concerned, the survey revealed Negro education with two exceptionally bright spots—the high percentage of good teachers, and secondly, the Booker T. Washington High School, with an outstanding physical plant and curriculum.

School Facilities Poor

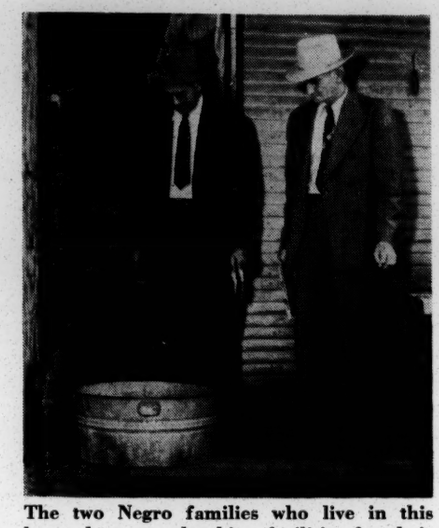
On the other hand, however, existing school facilities (except for the new high school) were found to be over-crowded, poorly lighted and heated, located on inadequate sites and in general "representing an educational climate something less than adequate."

The house-to-house canvass revealed 1,361 fathers and 965 mothers who could not read. This represented 19.7 per cent of those who answered the questions about their education.

From an employment standpoint, there was found a current force of 19,200 Negroes in Shreveport, of which about 17,000 were gainfully employed. Some 2,200 were jobless and seeking work.

The average family income for Ne-

The Survey Told of This



The two Negro families who live in this house have no plumbing facilities for their quarters. As a result, they depend upon rain and tubs for their water supply. Inspecting the quarters and conditions are City-Parish Sanitarian Floyd Miller (left) and E. A. Thomas, heading the slum clearance program.

groes appeared to be below the average for the total population. Out of a sample number of 10,431 persons, the largest numbers found within certain income brackets were: incomes of $10 to $20 per week, 1,407, or 18 per cent; 30 to $40 per week, 1,424, or 19 per cent; $40 to $50 per week, 1,183, or 15.8 per cent.

Health and medical findings didn't fare as well as the reports on employment. For example, the survey disclosed there were no private rooms in any Shreveport hospital for Negroes. There were 75 beds for Negro patients in four privately-owned and operated white hospitals which serve not only Shreveport but the Ark-La-Tex area. There were approximately 400 beds in Charity Hospital but that institution served both Shreveport and northern Louisiana as well.

"There are no beds in any hospital for the chronically ill, indigent Negro, or for the tubercular Negro child," the report said. "Nor are there any facilities for the care of the mentally ill or the alcoholic Negro. . . . There is still a high incidence of enteritis and diarrhea because of the lack of a proper water supply and of sewage disposal in many sections."

By far the greatest need for future attention, and the largest opening for immediate corrective measures was revealed in the Housing chapter. Not that a negative report wasn't expected but the range and extent of the actual conditions shocked a great many persons.

Shreveport was found to have not three or six, but 13 definite blighted or slum areas within its municipal boundaries. All were predominantly Negro in occupancy. All were located in generally undesirable areas, either being isolated or having rough or low topography and thus making improvements either exceptionally costly or impossible.

As a result, municipal improvements and utilities such as sewer lines, paved streets and sidewalks, in some cases even electricity and street lighting were either inadequate or non-existent. The areas were, of course, dense in population with no room for expansion.

The survey findings asserted: "The need for more and better housing for

Leading To Public Concern

Mayor Clyde Fant and other city officials are shown leaving a typical Shreveport slum section inhabited by Negroes. This area was included in a spot tour to check deplorable living conditions pointed out by the survey.

the Negro population is critical. The Committee's investigations reveal there are 1,597 Negro families whose income indicates they are in the market for better rental property or who are potential home purchasers."

The canvass disclosed these facts: of the 11,000 Negro dwellings visited, only 3,988 had inside flush toilets. Some 3,910 dwellings had outside flush toilets, some 2,311 had only the old fashioned "Chich Sales" and 118 dwellings had no toilet facilities whatsoever!

Less than 3,000 units had running water in the house, only 2,448 had a bathtub or shower. By far the largest number of Negroes had to use "portable facilities," i.e., the old fashioned wash tubs.

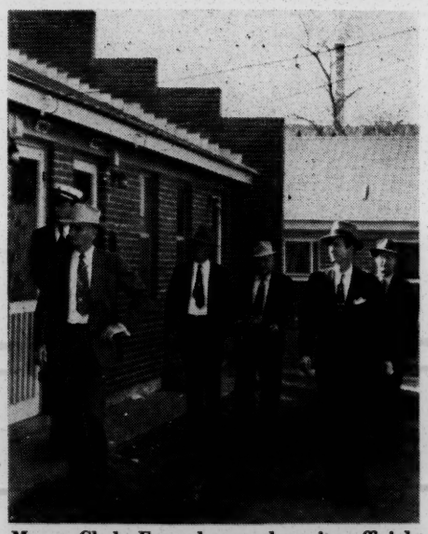
In one area alone, 99 per cent Negro populated, 65 per cent of the houses had no running water; 90 per cent no kitchen sinks; and only 65 per cent with any sort of toilet facilities. The houses were so closely jammed together a normal sized man would have difficulty squeezing through. The terrain was not conducive to utility installations of any sort, consequently there were no sewers. Garbage and refuse littered the area and sanitation trucks, hampered by lack of roads and traffic lanes, make only moderate or spasmodic pick-ups.

The report notes: "Of the approximately 25 miles within Shreveport's city limits, 5.1 square miles cover the major Negro areas. This puts more than 42,000 persons into such an area, for an average of 8,270 persons *per square mile.* One single block contains 124 houses." (Average density of the white population in Shreveport is 4,167 persons per square mile.)

"With the movement of sub-standard building into the Parish (county)," according to Bill Peavy, "out of control of city ordinances requiring minimum decent building standards, we are creating an intolerable situation. By thus creating the slums of tomorrow, we discourage the local authorities' interest in doing something about the old slum areas of yesteryear and today."

Little if anything had ever been undertaken to improve the situation.

. . . And Resulting In This



Mayor Clyde Fant shows other city officials what can be accomplished when property owners co-operate. This modern, 26-unit rental project for Negroes replaced one of Shreveport's most blighted slums. It is fireproof, has all standard sanitary facilities and is considered "Grade A" housing.

While Shreveport had five different possibilities for new construction there was always the hesitancy to take the first step.

These possibilities were contracting firms, private investors and the major life insurance companies, building and loan associations, the Federal Housing Administration and the Veterans Administration.

Representatives of all five sources expressed the conclusion that housing would not be primarily available to Negroes because of limited financing. And, no major improvement *could* occur until financing was available in goodly amounts—and then under conditions similar to those under which whites secured their own home financing. It was stated: "Many life insurance companies will not lend upon real estate owned by Negroes . . . "

At the same time, the F.H.A. confirmed a reluctance on the part of Eastern investors, particularly banks, to accept nonwhite credits on a part with white borrowers. This was especially true in the case of rental properties.

Nor did Negroes have ready access to the building and loan associations. It was pointed out that where housing exists in blighted areas, whether white or nonwhite, the investor had a greater risk and therefore could demand more interest.

"The real bottleneck in the Negro housing problem," it was added, "appears to be the cost of land and its treatment. . . . Development of land for homesites is very expensive. The utility companies and the City demand that all utilities be paid for in cash in advance. . . .

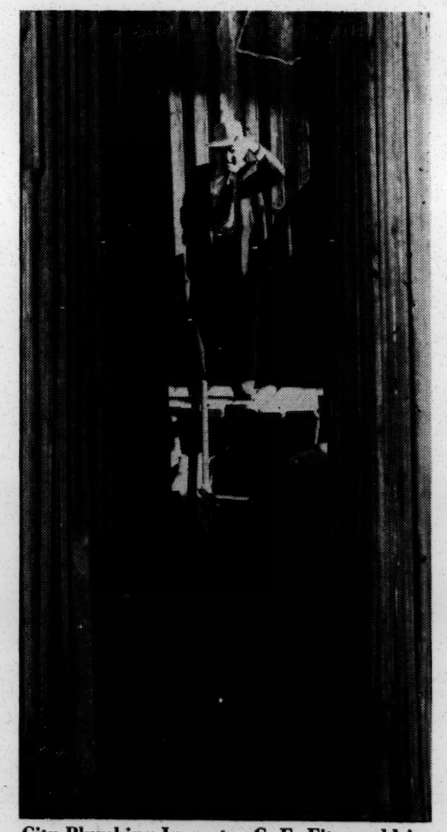
"As far as the Negro in Shreveport is concerned, the Veterans Administration is a negligible factor in financing. This is not the fault of the V.A. for it makes no distinction because of race. If four per cent loans were *not* available in Shreveport, the Negro veteran . . . could apply to the VA for direct loans. However, money is available at four per cent . . . hence no direct loans are made to any veterans in Shreveport."

Closely tied in with the findings on the slum areas, were the findings on law enforcement. The survey revealed that more Negroes were arrested than were whites, more Negroes were convicted than whites, despite the fact that the white population was nearly triple the Negro total.

Two serious defects, affecting not only Shreveport but the entire state, were listed: lack of an effectively operating probation system, and the lack of a corrective institution for juvenile Negro females.

More professional training of officers was urged and the Negroes themselves said they would like to see Negro policemen working in their own areas. They cautioned however: "These Negro officers should be selected with great care, otherwise the situation would not be improved."

Several recreation recommendations were offered: the employment of a full-time Negro recreational supervisor; a broader volunteer program for both private and public recreation to develop leadership among Negroes; greater support for Negro athletic teams; and an expansion of park areas when funds and land are available.



City Plumbing Inspector C. E. Fitzgerald inspects a drainage ditch where raw sewage is allowed to flow through the center of a run-down housing section for Negroes. Some 20 houses stand in the immediate area abutting the ditch.

Welfare findings disclosed that some of the 32 agencies serving both whites and Negroes need additional funds, physical facilities and trained personnel.

"Negro participation in community services should be encouraged because his participation is essential to the development of responsible citizenship," the report concluded.

Such, in general were some of the findings.

By December, 1952, the first compilations were completed. It took some time to prepare all the information but in April, 1953 the Survey Committee called together the entire sponsors group, the executive committee and all the sub-committee personnel.

"Here's what we've found," Hemenway said. "Here are the answers. What are we going to do about them?"

The immediate result was the establishment of a permanent Inter-Racial Committee, headed by Paul F. O'Brien and Bernard Wiess. The newspaper again picked up the ball and gave the findings the widest coverage.

Word of the survey reached the ears of a top CBS newscaster. Edward R. Murrow. He was so impressed he arranged a nation-wide telecast. Response from that immediately exhausted the initial supply of the report and a reprinting was ordered.

What now are the results of all these efforts?

As 1953 drew to a close, the Survey Committee took a look at the accomplishment score. It read like this:

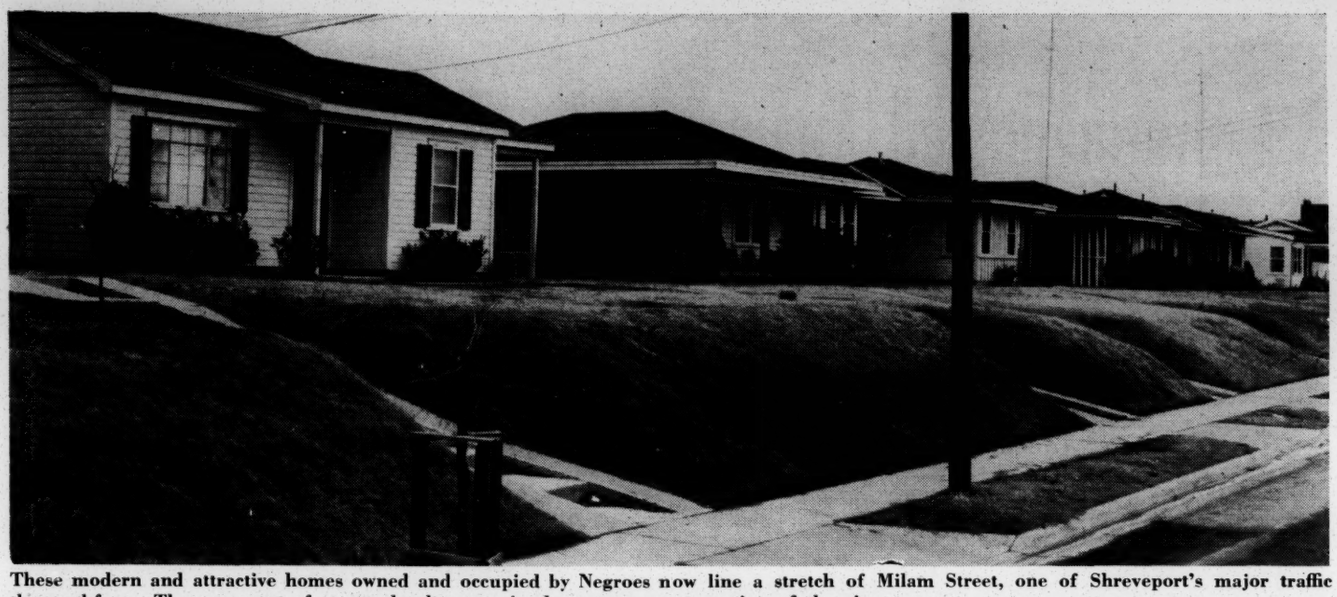
EDUCATION—Voters approval of a $20,000,000 bond issue, with over $10,000,000 being earmarked for developments and improvements directly beneficial to Negroes. Adult night classes at the Booker T. Washington High School, with 350 students—all that can be accommodated at present—in regular attendance.

RECREATION—A new golf course, now being doubled in size.

WELFARE—The Louisiana Public Affairs Research Council, a non-partisan, privately financed agency, asking the Survey Committee's group on welfare to work with them in re-writing desertion and non-support laws, for presentation at the next session of the Legislature. Toy Loan Centers, now operating in white neighborhoods, being expanded to include two Negro neighborhoods.

LAW ENFORCEMENT—Authorities studying the probabilites of adding highly trained and outstanding Negroes to their police staffs.

HOUSING — Here of course has been concentrated the greatest effort toward improvements. Where previously banks, savings and loan associations and other finanicial institutions had been hesitant to make funds available, Shreveport now has a nest egg of a million dollars for low cost hous-



These modern and attractive homes owned and occupied by Negroes now line a stretch of Milam Street, one of Shreveport's major traffic thoroughfares. They are part of a new development in the extreme west section of the city.

ing. The offer came from a Northern source following the Murrow telecast. It hasn't been used, for Southern capital, hearing the offer decided "if it's good enough for them, it's good enough for us" and opened its check books.

Today in the Shreveport area there are now 1,042 new Negro housing units under construction. Some are ready for occupancy on either a rental or an outright purchase basis. All are F.H.A.-approved and privately financed. All were planned to meet the needs for recreation, shopping centers, proximity to schools and to bus lines. In addition, 200 more units are nearing the final drafting stage and will soon be under construction.

The Shreveport city council passed a new building code that provides for proper utilities and facilities in any new construction.

The Caddo Parish Police Jury (similar to the county commissioners) is considering extension of the city's building code to a five-mile area contiguous to the city limits. This would prevent a new slum area from springing up just outside the municipal boundaries.

The City Commissioner of Public Safety is at work to extend the sewage system to certain sub-standard areas. At the same time he is enforcing the building code requiring any dwelling within 300 feet of a sewer line to be tied into that line. Consequently, more than 600 units will now have inside plumbing for the first time.

Early this year Mayor Clyde E. Fant announced a broad, far-reaching slum clearance program, aimed ultimately at the replacement of hundreds of shacks, makeshift dwellings and delapidated buildings of sub-standard construction.

He hopes to accomplish much of this through persuasive means but if this fails the City may resort to condemnation proceedings. The City Building Inspector has already tagged a large number of units for demolition.

"Some of the things we've seen are appalling," he reported. "Ten families using a single toilet . . . eight families using the same kitchen that doesn't even have a sink, just a cold water tap . . . another family catching their water from rain and using a rusty old tub to store it . . . three complete families living in two tiny rooms. Enough to make you sick!"

The day after the mayor announced his program the *Shreveport Journal* threw its full forces behind him. Teams of reporters and photographers regularly visit the slum areas to keep abreast of developments.

Thus far slum area owners are happy to climb aboard the bandwagon. One landlord voluntarily appeared before city officials and handed them a signed statement promising to tear down and replace a half a dozen houses.

What was the financial value of the survey? The Council of Social Agencies says the value cannot be counted in terms of dollars. It's worth is tremendous. Had the Council used a professional approach to develop the same information, the cost would be around $50,000 and require another five years.

"It wasn't a matter of money," said Peavy, just re-elected president of the Council. "It was a question of taking advantage of that old saying 'the Lord helps them who help themselves'."

And Shreveporters are great believers in the power of the Lord!

Mississippi Cities Relying More On State Financing

According to Dr. Edward Hobbs, writing in the *Public Administration Survey,* Mississippi municipalities are relying more and more upon the state government for financial aid.

The survey is published by the Bureau Administration at the University of Mississippi.

"As cities grow in population," Dr. Hobbs said, "and as prices hang high, the cost of municipal government soars proportionately. City governments have generally been reluctant to increase local tax rates and have turned, as a last resort, to the state for outside help."

The exact extent of the growth of state aid to municipalities in Mississippi is revealed in the following estimates: Mississippi municipalities received only $2,855,456 from this source in fiscal 1947.

But in fiscal 1952, they obtained $6,512,104 from this source. This growth in state aid over a five-year period amounted to a 132 per cent increase.

"Out of nine states in the Southeast in fiscal 1947," Dr. Hobbs declares, "Mississippi ranked second on the scale of absolute amounts of state aid provided municipalities. Only Alabama, which allocated $3,402,520 in that year, surpassed Mississippi's municipal program."

MRS. ELSIE LARSON WILSON, EXECUTIVE SECRETARY

COUNCIL OF SOCIAL AGENCIES

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Southern Regional Coun.

March 4, 1954

Miss Anna Holden, Research Assistant
Southern Regional Council, Inc.
Room 432, 63 Auburn Avenue, N. E.
Atlanta 3, Georgia

Dear Anna:

Thanks for your nice letter of January 25 regarding our survey. We, of course, are very much pleased to become an All America City and it was especially nice for the Chamber of Commerce and the City government.

If you have not received a copy of it yet, you will be interested in the new municipal magazine entitled Municipal South and published by the Clark-Smith Publishing Company in Charlotte, North Carolina. Their February issue also contains the story of the survey.

order 3-8-54

Please give my best regards to Dr. Mitchell. I shall look forward to seeing you at Blue Ridge.

Cordially,

Elsie

Elsie L. Wilson
Executive Secretary

ELW:mh

SHREVEPORT BAPTIST WHITE GROUP WINS IN HOUSING FIGHT AGAINST NEGRO HOUSING AREA

Small Religious Congregation Stubbornly Opposes Multi-Million Development For Blacks

BLACK DISPATCH 4-11-54

"ALL AMRICAN AWARD" IN DANGER

(By B. Everett Moore)

SHREVEPORT, La. — (ANP) — Clark Terrace, a low cost subdivision for Negroes and the source of much controversy for the past year, has been abandoned as a residential section for Negroes and will now be developed for whites.

This announcement was made here last week by the developer of Clark Torrace, Jerry Goodman, who also reported that a new location had been found for the building of a low-cost housing project for Negroes in another section of the city.

Immediately the Shreveport Negro Chamber of Commerce made the statement that it does not endorse the new project, but still supports the original project in the southwestern part of the city. Several other Negro organizations came out opposing the new subdivision.

Clark Terrace, a multi-million low-budget housing project for Negroes, became the center of attack by irate whites residing near the proposed project. These white citizens, led by a small Baptist congregation and its pastor, declared:

This "Negro subdivision was too close to us." "We don't want to live surrounded by Negroes."

The cry was taken up by other small community groups until finally the whole city was arrayed in one camp or the other for or against Clark Terrace. The two white newspapers came out with editorials in support of Clark Terrace for Negro citizens and many leading white citizens supported their stand on the project.

The issue almost caused the disruption of the seating of the parish grand jury . . . and precipitated a short court fight; which ended in seating the jury as in previous years.

In the midst of the Clark Terrace dispute, Shreveport was selected as one of the 11 American cities to receive the "All American City" awards by Look Magazine.

It was felt that since Shreveport won this award on the basis of a Negro survey on the general conditions of Shreveport's Negro citizens and since Clark Terrace represented the first concrete steps towards the realization of some of the things for which the survey was taken, the developers would have no alternative but to go ahead with the development as originally begun.

The announcement of the complete abandonment of Clark Terrace in its present location for Negroes disputes this allegation and in the minds of many creates the impression that a reconsideration on Shreveport as an "All American City" should be promptly made and the award given to a city where some of its citizens are less prejudiced.

One civic leader made the statement that "50,000 Negroes have been sacrificed to please a handful of poor whites."

The newly propoosed location for this low cost housing project is approximately eight miles from downtown Shreveport and is more than a mile from public transportation. Goodman said 248 low-budget homes would be built with all modern conveniences in the new location. This would be a new development, he said, and "would have nothing to do with Clark Terrace at all."

He let it be known that had he had severed his relations with the Clark Terrace project.

Last year when Clark Terrace was purchased by the developers, sites were immediately marked off and the sales begun shortly thereafter. Almost a hundred Negro families had purchased home sites and many still held contracts certifying to their eventual ownership. Of course, some have taken their money back while others wait.

It has been generally understood that the legal angle in the issue would be studied and if found case worthy, the entire matter would be carried into court. At this time the leaders on both sides can only hope that the matter will be settled without causing any more eruptions in the already polluted air of this "All American City" of Shreveport, La.

good. Rev. J. H. St...

Detroit "Torch Fund" Drive — conducted by Detroit United Fund & comprises: 125 Community Chest agencies, Red Cross, Mich. Cancer Foundation (includes projects formerly supported by Amer. Cancer Society), + 18 other local + national health agencies

The most complete community chest in country.

(Nat'l Found. for Infantile Paralysis is one of few agencies refusing to participate.)

1949 + 1950 drives oversubscribed easily (3.50 - 4.00 per cap in 1950 — att. c. $2.00 per cap.) Main selling points:
(1) promise to public of immunity from solicitation for one year;
(2) assurance to 20,000 volunteer workers that their services would be asked but once a year.

Hartsville, S.C., Self-Survey

SUGGESTED PLAN FOR A COMMUNITY CENTER
IN DARLINGTON COUNTY, SOUTH CAROLINA

The situation of the Negro, especially in the rural areas of the South is a matter of growing concern on the part of thinking people. There is recognition of how little opportunity has been given in education, health, economic welfare, recreation, social welfare and artistic expression. Yet, these are needs of all people who live a happy, useful and secure life.

From the days of Jane Addams of Hull House, the value of a community center with a program of directed group activities centering around these needs has been recognized. A place where people might come together, work together, play together, learn together, has proved its worth over and again in cities, small towns and rural areas. The program of a community center is built to serve all age groups, and changes as the needs and interest of the group change and grow. It is centered in the lives of the people and is devoted to improving the quality of life of all in the community.

It is proposed that such a center should be established in the Northeastern part of Darlington County of South Carolina. In this section is a large agricultural region and a large percentage of the negro population of the county. Beginning with the Leaveworth School District four miles east of Hartsville, moving slightly southeastward to the county line, and likewise due north to the county line, there are nine negro rural schools. In 1948-49, 1401 children were enrolled in these schools or roughly 45.4% of the rural negro school enrollment of the county. Located in this area is the Rosenwald Consolidated School. Its high school is one of the four negro high schools in the county, and the only one wholely rural in character. It is believed that this school forms a natural center for rural life in that area and that the establishing of a center in conjunction with a school would be of mutual benefit to both.

Beginning with Rosenwald, it would seem logical to expect that people from the whole area would be able to participate in the activities, as this entire section is traversed by both paved and gravelled all-weather roads.

Here it is envisioned, that there would be classes in adult education for both men and women in which one might not only learn the three "R's", but also gain practical knowledge of machinery, better methods of farming or care of livestock; preservation of foods for home use; nutrition in the home; health care; sewing and other skills in home-making. Here young people would gather for wholesome directed recreation or participate in group activities useful to them in preparation for life. Children would meet for play and crafts.

Here the Agricultural Agent would be able to carry out a program of activities in his field. In cooperation with the Health Department classes could be conducted in better health education. The center would cooperate with the Department of Public Welfare, or other social agencies, in the futherance of social welfare. While clinging to no denominational lines, the center would be open for use by religious groups. Thus, the center would coordinate the work of all agencies in the fields of Health, Education, Social Welfare, Economic Welfare and Religion. It would at the same time, help to develop services for unmet needs.

While such a program would require a full-time director from the beginning, it is planned that volunteers would be used in carrying on activities, in so far as possible. It is hoped that a person trained in group activities, and arts and skills could also be employed as soon as the work developed.

Working out from the center, it would be possible to reach into other areas of the county, organizing groups in given locales and gradually drawing all together as means of transportation opened up.

In establishing such an agency, it is proposed that it should be an incorporated, private, non-profit enterprise, with a board of directors. The Board would be composed of both white and negro leaders, each member having equal vote. The Board of Directors would be responsible for the over-all planning of the program and the futherance of the center's activities, the selected personnel engaged to carry on the center's activities, and the planning of budgetary expenditures.

The financing of such a project would necessarily depend upon many sources. It is believed that there would be individuals not only in Darlington County, but also throughout the country who would be interested and willing to give of their substance in the futherance of such a project and undertaking. As the program moved forward, such support would be increasingly widespread. Secondly, it is believed that some help could be obtained from some of the foundations which have been established for the welfare of the Negro. It is likewise believed that some degree of support would be possible through the gifts of Church Groups and other philanthropic organizations.

Thirdly, the people themselves would be able to contribute their own efforts in the raising of funds. It is not felt that any person should be barred from the activities of the center by requiring membership dues. However, many would give of their time and energy in "fund raising benefits".

In order that this program might be put underway, the following budget is suggested for the first year:

Salary of Director	$ 3000.00
Maintenance of building used	800.00
Transportation and upkeep of automobile	600.00
Program Activities	600.00
Program Promotion (Travel, Conferences, Speakers)	500.00
Office Supplies, Postage, ect.	250.00
Miscellaneous	150.00
	$ 5900.00
If a second person were employed, there would be an additional allowance of salary	2100.00
	$ 8000.00

The following is suggested as a desirable capital expenditure:

Equipment	$ 3,000.00
Station Wagon	2,000.00
	$ 5,000.00

(see following page itemized lists)

DESIRABLE CAPITAL EXPENDITURE

Miscellaneous Equipment ---------- $ 3,000

100 Folding Chairs @ $2.50	$ 250.00
10 Folding Tables @ 20.00	200.00
Refrigerator	240.00
Stove	250.00
Pressure Cooker	25.00
Open top (Can Sealer)	20.00
Movie Projector with Sound Equipment	450.00
Cutlery	10.00
Flatware (stainless steel flatware)	100.00
Pots and Pans	50.00
Office Desk	40.00
Filing Cabinet	20.00
Desk Chair	25.00
Office Chairs (6)	90.00
Typing Table	25.00
Typing Chair	25.00
Sewing Machine	125.00
Mimeograph machine	175.00
Lamps	80.00
Playground Equipment	100.00
Radio	100.00
Club Room Furniture	500.00
	$ 3000.00

It is believed that additional information concerning actual conditions which exist among the people in this section is desirable, in order that a clearer picture may be obtained of the work which is already being carried on and of the needs which have been untouched. A schedule for obtaining this information has been drawn up, copies of which is attached.

An informal discussion of the entire plan was held with ten of the community leaders in the Rosenwald and Leavensworth area. It was felt by this group that plans should go forward as soon as possible. Those present have formed a nucleus with which to work. An over-all planning committee has been appointed which will explore the possibilities of development, at the same time a subcommittee of the community center committee will serve as a survey committee.

The personnel of the Community Center Committee is as follows:

Rev. Edward Small, Chairman, Rector of St. Bartholomew's Church, Hartsville, S.C.
Mr. John H. Martin, Production Manager, Sonoco Products Co., Hartsville, S.C.
Mr. James L. Coker, III, President, Sonoco Products, Co., Hartsville, S.C.
Mr. Arthur Rogers, Society Hill, S.C.
Mr. W.H. Poole, Superintendent of Schools, Society Hill, S.C.
Mr. P.P. Smith, Principal of Rosenwald School
Mr. S.C. Disher, County Agent
Mrs. Charlotte C. Jordan, Jeanes Supervisor, Darlington County Schools
Dr. E.H. Allen, D.D.S., Hartsville, S.C.
Mr. Boyd Hall, Landowner, Darlington County
Mr. Samuel Graham, Landowner, Darlington County
Mrs. Mary McRae, Society Hill, S.C. Retired Teacher, Rosenwald School
Mrs. Margaret Robinson, Secretary, Home Economics Instructor
Mr. L.C. Thompson, Vocational Education Instructor, Rosenwald School
Mr. Julius McIver, Landowner, Darlington County

NEGRO COMMUNITY SURVEY OF INDIVIDUAL DWELLINGS

ADDRESS_____ DATE_____

INFORMANT NAME_____ CANVASS AREA NO._____

RELATION TO HOUSEHOLD HEAD_____ INVESTIGATOR_____

	IBM COLUMN	DO NOT USE
1. BUILDING:		
a. Construction: Frame____ Brick____ Stucco____ Other (specify)_____	8	
b. Type of Structure: Family: 1____ 2____ 3____ 4____ 6____ 8____		
Larger Apt.____ Rooming House____ Other (specify)_____	9	
c. Age of building in years_____	10-11	
d. Use of building: Residential____ Part Commercial____ Part Industrial_____	12	
e. Number of feet front yard_____	13-14	
f. Number of feet back yard_____	15-16	
2. DWELLING UNIT:		
a. Sanitation:		
Flush toilet: Inside____ Outside____; Privy____ None____	17	
Number of families using toilet facilities_____	18	
Running water: Inside____ Outside____ Well water____ Hot Water____	19	
Number of families using water supply_____	20	
Bathing facilities: Bathtub or shower____ Portable bathtub only____ Shared facilities_____		
None____	21	
Number of families using bathing facilities_____	22	
Garbage Collection—times per week: 0____ 1____ 2____ 3____		
Are outside windows and doors screened? Yes____ No____	23	
b. Utilities:		
Heating: Gas____ Oil or kerosene stove____ Wood stove____ Fireplace____	24	
Lighting: Electricity____ Gas____ Kerosene____ Other (specify)_____	25	
Refrigeration: Electric____ Gas____ Ice Box____ None_____	26	
c. Number of Rooms:		
Number of rooms in dwelling unit_____	27	
Number of sleeping rooms_____	28	
3. OCCUPANT(S) OF DWELLING:		
a. Occupant: Owner____ Renter____	29	
b. Number of years occupant has lived in: Dwelling unit_____	30-31	
City_____	32-33	
Parish_____	34-35	
c. Total number of persons in family living in unit_____	36-37	
Children under 5_____	38	
Children 5 to 19_____	39-40	
Adults_____	41	
Number of children 5 to 19 employed_____	42	
Number of adults employed_____	43	
d. Number of persons in total household (all persons living in dwelling unit, including related family members, roomers, servants, and other unrelated persons regularly living there)_____	44-45	
e. Number of persons per room_____	46	
f. Average weekly income of household head: $_____	47-48	

	IBM COLUMN	DO NOT USE
g. Occupation of head of household_____		
Professional____ Business____ Trade____ Skilled____ Laborer____	49-51	
Average weekly income of family (includes all extra income) $____	52-53	
Does anyone in family receive a pension or other aid? Yes____ No____	54	
h. What is the rental per week? $____		
If dwelling is owned by the occupant, what is the estimated value of the dwelling unit? $____	55-58	
4. TRANSPORTATION AND COMMUNICATION:		
a. Does occupant own an automobile? Yes____ No____	59	
b. Number of blocks to bus or trolley____	60	
c. Is there a telephone in the dwelling unit? Yes____ No____		
If not, is there one in the building? Yes____ No____		
Has occupant applied for a telephone? Yes____ No____	61	
If no telephone in building, how many blocks to nearest public telephone? ____	62	
5. NEIGHBORHOOD:		
a. Residential____ Part business____ Industrial____	63	
b. Street: Paved____ Unpaved____; Sidewalks: Paved____ Unpaved____		
No sidewalks____ Street lighted____ Unlighted____	64	
c. Distance to fire hydrant____	65	
6. HEALTH:		
a. Any illness? Yes____ No____ Number of persons ill____	66	
Father____ Mother____ Others____	67	
b. Where cared for? Home____ Hospital____	68	
c. Any permanently or totally disabled? Yes____ No____ Old and feeble____		
Paralyzed____ Insane____ Chest trouble____ Handicapped or abnormal children____	69	
7. EDUCATION:		
a. Can father read and write? Yes____ No____ Highest grade completed____	70	
Can mother read and write? Yes____ No____ Highest grade completed____	71	
b. Number of children in family:		
6 to 16____	72	
Number in school____	73	
Number not in school____	74	
16 to 21____	75	
Number in school____	76	
Number not in school____	77	
c. Members of family attending. Trade school____ Adult Education Classes____		
College____ Other (specify)____	78	
d. Is daily newspaper read regularly? Yes____ No____		
e. Is there a radio in working order in unit? Yes____ No____	79	
8. RELIGIOUS AFFILIATION:		
a. Church attendance: Regularly____ Occasionally____ None____	80	

Coded by____ Key punched by____

ing Checked by____ Key verified by____

SURVEY OF THE NEGRO COMMUNITY
QUESTIONNAIRE PREPARED BY
RELIGION COMMITTEE

I. IDENTIFYING DATA

Name of Church _____ Address _____ Phone _____

Denomination _____

Name of Pastor _____

Associates _____

II. NEIGHBORHOOD

A. Street: Paved _____ Unpaved _____

B. Sidewalk: Paved _____ Unpaved _____ No Sidewalk _____

C. Street lighted _____ Unlighted _____

D. No. blocks to bus or trolley _____ No. blocks from nearest railroad tracks _____

NEIGHBORHOOD CHARACTERISTICS

Crowded residential area _____ Business area _____ Industrial area _____

Suburban-rural section _____ Blocks to play area or park _____

Blocks to a school _____ Blocks to a fire hydrant _____

Predominantly home-owners _____ Rental _____

Traffic conditions: Heavy _____ Medium _____ Light _____

Comment on accessibility: _____

Are services interrupted by juke boxes or other distractions _____

_____

No. blocks to nearest beer hall _____

Does neighborhood flood at any time _____

III. PHYSICAL PLANT

A. Church Property: Size of lot: Width _____ feet; Depth _____ feet

Distance of main building from street _____ Lawn or Play Area: Yes ___ No ___

Outdoor playground facilities _____

_____

PHYSICAL PLANT (continued)

B. Parking

Are parking facilities adequate _____ On street _____ Off street _____

Parking area owned _____ Rented _____ Free _____

C. Buildings

No. of Buildings _____

Use of Building Including Parsonage	Size in Sq. Ft.	Construction Frame, Brick	Age of Building	Approx. Value	Owned	Rented
1.						
2.						
3.						
4.						
5.						

1. Sanctuary (Auditorium)

Uses: Worship _____ Programs _____ Concerts _____ Community Meetings _____

Others _____

Size: Width _____feet; Length _____feet; Height _____feet

Seating capacity: _____; Type of Seats: (Benches, Pews, Folding Chairs, etc.)

_____

Lighting: Electricity _____ Gas _____ Kerosene _____ Other _____

Heating: Gas _____ Oil or Kerosene _____ Wood Stove _____ Other _____

Cooling: Fans _____ Window _____ Attic _____ Other _____

Windows: Size _____ Number _____

Is lighting adequate _____

Is ventilating adequate _____

Choir Space _____ (Seating capacity)

Musical facilities: Instruments: Piano _____ Organ _____ Other _____

PHYSICAL PLANT (continued)

C. Buildings

2. Educational Building: Separate Building _____ Attached to Sanctuary _____

Uses: Sunday School _____ Full-time School _____ Community Program _____

Organizational Meetings _____ Recreation Meetings _____

Other _____

Description of interior: _____

_____

List of Rooms:

Room No.	Capacity	How Heated	How Lighted	Hours used weekly
1.				
2.				
3.				
4.				
5.				

Furnishings and Equipment:

Nursery (list) _____

Kindergarten (list) _____

Adult (list) _____

Toilet facilities: Indoor _____ Outdoor _____ Men _____ Women _____

Kitchen: Yes _____ No _____ Can feed how many _____

3. Parsonage: Supplied by Church Yes _____ No _____

If so, owned _____ Rented _____

Furnished _____ Unfurnished _____ Blocks from Church _____

No. bed rooms _____ How lighted _____ Heated _____

Toilet: Inside _____ Outside _____

4. Other Buildings _____

Describe _____

_____

IV. CHURCH MEMBERSHIP

No. on Roll _____

Number active _____ Inactive _____

Resident _____ Non-resident _____

Male _____ Female _____

Approximate number additions during past twelve months _____

Approximate number losses during past twelve months _____

Cause of loss in membership: Death _____; Change of Residence _____; Transfer to other Church _____; If transfer, would you comment _____

_____

V. WORSHIP

Average attendance at Sunday Services: Morning _____ Afternoon _____ Evening _____

Average attendance at week day services: _____

Number of Special Services: Revivals _____ Missions _____ Seasonal Services _____

Special occasions _____

Choirs: Adult _____ Children _____ Youth _____ Other _____

Music: Instruments used: _____

Is there a Nursery during worship? Yes _____ No _____

Hospitality Committees: Yes _____ No _____

VI. CHRISTIAN EDUCATION PROGRAM

Sunday School	Children up to 12 years	12-18 Youth	Adult	Total
Enrollment	_____	_____	_____	_____
No. Classes	_____	_____	_____	_____
No. Teacher & Officers	_____	_____	_____	_____
No. with Teacher Training Courses	_____	_____	_____	_____

VI. CHRISTIAN EDUCATION PROGRAM (continued)

Sunday Evening Activities

Name

1. _____

2. _____

3. _____

4. _____

Monday through Saturday Programs (Both in and away from the Church)

Name	Type of Activity	No. meetings per month	Average Attendance
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

VI. CHRISTIAN EDUCATION PROGRAM (continued)

Recreation activities

Type	Age Group	No. Meetings weekly	Attendance
1.			
2.			
3.			
4.			
5.			

Does your Church participate in Y.M.C.A. - Y.W.C.A. activities? _____

Detail _____

_____

Camping Programs

Type	Age Group	No. Attending	Length of Days
1.			
2.			
3.			
4.			

Has your Church participated in a teacher training course during the past year _____

No. attending _____ Credits received _____

Remarks _____

_____

_____

VII. CHURCH SPONSORED ORGANIZATIONS AND SERVICES TO NEEDY

A. Organizations:

Name	Affiliation (Dist.State,Natl)	M'brship	No. Meetings Per Month	Av. Att.	Purpose & Scope (Check)
1.					Spir.___Fel'ship___ Civic___Cult.___ Educ.___Service___
2.					Spir.___Fel'ship___ Civic___Cult.___ Educ.___Service ___
3.					Spir.___Fel'ship___ Civic___Cult.___ Educ.___Service___
4.					Spir.___Fel'ship___ Civic___Cult.___ Educ.___Service___
5.					Spir.___Fel'ship___ Civic___Cult.___ Educ.___Service___
6.					Spir.___Fel'ship___ Civic___Cult.___ Educ.___Service___
7.					Spir.___Fel'ship___ Civic___Cult.___ Educ.___Service___
8.					Spir.___Fel'ship___ Civic___Cult.___ Educ.___Service___
9.					Spir.___Fel'ship___ Civic___Cult.___ Educ.___Service___
10.					Spir.___Fel'ship___ Civic___Cult.___ Educ.___Service___

B. Service to Needy

Number of contacts monthly with: Sick at home _____; Sick in hospital _____;

Prison _____; Old Folks Home _____; Destitute _____; Name others_____

_____

VIII. COMMUNITY-WIDE PARTICIPATION IN NON-CHURCH SPONSORED ACTIVITIES

In what organizations and what civic movements has your Church participated or supported during the past year?

	Church Announcement	Plea	Moral Support	No. Active Workers	Plant Used For Meetings	Financial Contributions
1. Community Chest						
2. Negro Community Survey						
3. Red Cross						
4. Caddo Foundation for Exceptional Children						
5. Polio Drive						
6. Heart Drive						
7. Cancer Drive						
8. Local Option						
9. Blood Bank						
10. V. A. Hospital						
11. Chamber of Commerce						
12. U. S. O.						
13.						
14.						
15.						
16.						

Have developed an interest in or discussed with your congregation

1. Bond issue for Schools _____
2. School Attendance _____
3. Value of Education _____
4. Respect for Civil Authority _____
5. The Right to Vote _____
6. Labor-Employer Relations _____
7. Adult Education _____
8. City Recreation needs _____
9. City Housing Situation _____
10. Public Welfare & Pensions _____
11. Job placement _____
12. Housing Placement _____
13. Marriage and Family life _____

IX. FINANCES

A. Do you have an established budget _____

B. Amount spent in Church administration _____

C. Amount spent by organizations or committees active outside the Church (Boy Scouts, etc.)_____

D. Total amount spent in your Church last year _____ Locally _____ Away _____

E. Is there any Church indebtedness _____ About how much _____

F. Is there any Church surplus _____ About how much _____

G. What fund-raising methods do you employ? Free will public plate offering _____

By assessment (dues) _____ Pledge _____

weekly _____ Monthly ____ Annual _____

COUNCIL OF SOCIAL AGENCIES
Shreveport, Louisiana

SURVEY OF THE NEGRO COMMUNITY

TIME SCHEDULE

1949

March 23	Council Board voted to make a comprehensive factual study of the Negro community
April 26	First committee meeting
May	Chairman selected and interviewed
May and June	Lists of individuals and groups whose interest and participation seemed necessary to success of the study and to any future plan of action.
June, July, and August	Conferences with approximately 150 individuals and several groups: 1. Representatives of each branch of City and Parish Government 2. School officials 3. City Planning Commission 4. Executives of all health, welfare, recreation, and education agencies. 5. Each newspaper and radio station 6. Labor organizations 7. Junior League 8. Centenary College 9. Chamber of Commerce and Junior Chamber of Commerce 10. Juvenile Court 11. Key ministers of all faiths Special meeting of 40 prominent Negro citizens for their endorsement
August 18	Explanatory letter and invitation to sponsor the Survey was mailed to about 200 leading white and Negro citizens.
August 25	Meeting of Sponsors Group - 168 persons had accepted. At this meeting a resolution was adopted authorizing the study. Mr. Frank Hemenway, Jr. was elected permanent Chairman, and authorized to appoint an Executive Committee and such others as were necessary to go forward with the assignment.
September 1	First meeting of Executive Committee
September through December	Studied reports and studies from other cities; adopted tentative study out-lines for each area of study.

1950

January	Special committee began work on content of form to be used in House-to-House Canvass. This continued for many months, being submitted to each of the 10 sub-committees.
February	Began to appoint chairmen and sub-committee personnel.
April 25	Point of great tension Holiday in Dixie parade incident police refused to police Negro parade.
May	Continued work on Canvass form Executive Committee met occasionally
	Not much active work accomplished in remainder of 1950

1951

April and May	Executive Committee became active again, as did sub-committees.
June 18	W. A. Peavy, Jr. accepted Co-Chairmanship of the Survey Committee
June and July	Six meetings held, and all committees active again. Dr. N. L. Lacy accepted Chairmanship of House-to-House Canvass Committee.
	22 Area Neighborhood Chairmen recruited
	Maps, assignment sheets, etc., prepared.
August	Public Relations program in full swing. White and Negro papers, radios, endorsement by Negro Ministerial Union. Explained from the pulpits of all Negro churches, September 9 and 16. IBM Corporation refined Survey Form and coded it for IBM classification. (Volunteer)
	Recruitment of Negro teachers began. Speaker at meeting during in-service training program.
September	Recruitment of additional volunteers, including selected high school seniors.
	Stepped up news and radio coverage, plus Editorial coverage on September 16 and 18.
	First week - "dry run" of census sheet, and revision of Instructions.
	Assignments of workers to areas. Size of areas determined by Sanbourne maps.

1951

September 10	Meeting of Area Chairmen
September 12	Letter to all Negro teachers and principals, asking their volunteer assistance by Superintendent of Schools, with resolution of approval by the Caddo Parish School Board.
September 12-14	Six Area Training Meetings held.
	Survey dates set and widely announced - - - September 17 - October 1
September 24	Special Sunday broadcast.
October 1	Report Meeting. 11,000 plus Negro dwellings in Shreveport. 8,700 returns.
October	Final report. 11,002 returns of Survey form.
November and December	Junior League group coded all forms at IBM, with IBM furnishing instructor.

1952

January	Executive Committee meeting. Appointed Chairmen of three sub-committees: Law Enforcement, Welfare, and Employment.
	Decided that this was proper time to add a sub-committee on Religion.
February 19	Dr. George S. Mitchell, Executive Director of Southern Regional Council, in Shreveport to meet with Survey leaders and to speak at an evening meeting in appreciation of the fine job done on the Canvass. Held at Negro High School.
January through May	IBM punching cards and tabulating results.
	All sub-committees working on reports.
June-August	Data from IBM collected and made available to sub-committees.
	Executive Committee met each week or oftener as reports were completed. Full discussion and many sent back for further work.
September	Began to decide on form of presentation and compilation of material. Decided upon mimeograph draft for use of Executive Committee and sub-committees.

1952

October and November	Revisions and office work - mimeographing.
December	Three meetings for "final" revisions.

1953

January and February	Preparation for final mimeographed copy.
April 12	Meeting of entire Sponsors Committee, Executive Committee, all sub-committee personnel. Report accepted. Recommendation that a permanent Inter-racial Committee be established was unanimously adopted. Paul F. O'Brien and E. Bernard Weiss unanimously elected Co-Chairmen of permanent committee. Full radio program reported the meeting. Later newscasts reported on it with excerpts from wire recording. Ed Murrow of Columbia Broadcasting System received telephone report of the meeting.
April 13	Front page news report, editorials, etc.

ORGANIZATION CHART

SURVEY OF THE NEGRO COMMUNITY

COUNCIL OF SOCIAL AGENCIES

SPONSOR COMMITTEE
168 Citizens

FRANK HEMENWAY, JR., CHAIRMAN
W. A. PEAVY, CO-CHAIRMAN

EXECUTIVE COMMITTEE

FRANK HEMENWAY, JR., CHAIRMAN
W. A. PEAVY, CO-CHAIRMAN

32 Citizens plus Sub-Committee Chairmen

STEERING COMMITTEE
7 Members

SUB-COMMITTEES

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EMPLOYMENT - Charles Beaird, Chairman

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House-to-House Canvass Form
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HOUSE-TO-HOUSE CANVASS COMMITTEE
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22 Area Chairmen
700 Volunteer Workers

SURVEY OF THE NEGRO COMMUNITY
Shreveport, Louisiana

SUMMARY NOTES

PURPOSE: The Council Board and the Executive Committee of the Negro Survey stated very clearly in the beginning that their purpose was that of making a purely factual study, of obtaining incontrovertible proof concerning conditions as they exist. In keeping with this purpose, they unanimously declined to use a sampling, but insisted upon as near 100% coverage as possible in the House-to-House Canvass, and upon documentary proof of all statements made in sub-committee reports. They proposed to make recommendations concerning these facts, but they, as a Committee, did not assume the responsibility for making any changes or carrying out any recommendations. Changes have occurred and certain recommendations have been carried out, motivated by the study, but these things were concomitant and carried out by other groups or individuals.

It was also proposed in the beginning that the work and results of the Survey should be as broadly useful as possible: to the government, to City planning, education, builders, finance group, industry, religious groups, welfare and recreation. Leaders in all these areas have participated in the Survey from its inception. The Negro Survey, therefore, is accepted as a companion study to one made in 1950 of the school system, to the long-range plans of the Recreation Council, and to the Greater Shreveport Plan, a long-range development plan for the City Planning Commission.

BASIC PREMISE: 1. In any community there are many problems, inequities and injustices; some among all low-income groups; some basic to any minority group; many peculiar to the Negro group:

That many things need correction, both in attitudes and in physical fact;

That factual data should come first;

That some changes occur in the process of accumulating such data, and that other changes are more readily accomplished if proven facts are available and made known;

That any community can solve its own problems if there is goodwill, patience, and forebearance, and if the top leadership of all races and groups are in accord with such a program.

2. That a directed Self-Survey has great value. It can and should involve in the fact-finding process those people who have the power and the ability to correct inequities and bring about change, and to influence public opinion to these ends.

TIME: Should be geared to the local situation, but is of paramount importance, and requires an intuitive sense on the part of leadership. If tensions arise, a lapse of time may be necessary. If basic attitudes are changing as a results of the Survey process, more may be accomplished by an extension of time. Speed and concentration, on the other hand, are important when material is ready for analysis. For example, the early organization meetings and sub-committee meetings stretched out to permit members of two races to become comfortable about working together. However, in preparation for and in carrying out the House-to-House Canvass, there was real time pressure.

LEADERSHIP: Principles of selecting leadership were enunciated in the beginning by the Chairman and those close to him. First, each person selected to serve on the Sponsors' Committee, the Executive Committee, or as chairman of a sub-committee was also a leader in the community in other areas, was in no way able to gain personally from such an association, and would be able to assist in carrying out any recommendations which might be made, including the passage of any special bond issue. Persons with a reputation of "do-gooders" were definitely avoided. Also, top specialists were used in their own areas of interest. For example, the Chairman of the Sub-Committee on Housing is an outstanding architect, the past chairman of the City Planning Commission, and one of the leaders in the decision to have a master plan made for Shreveport.

TANGIBLE RESULTS TO DATE:

1. We have proven facts upon which to make long-range plans, and a permanent inter-racial committee.

2. Education Adult night classes were started in the 1952-53 school term at Booker T. Washington High School. 350 persons enrolled, from young adults to age 65. Grades 1-12 were offered plus courses in Home Economics.

3. Recreation A beautiful nine hole golf course was built, which will be enlarged to an 18 hole course as soon as use justifies it.

4. Medical Care One private hospital has set aside 18-20 beds for Negro patients. Qualified Negro doctors have staff privileges, including practice of surgery.

The new 700 bed charity hospital anticipates inviting qualified Negro physicians to join the visiting staff for Negro patients.

5. Transportation Boarding trolleys at certain points during rush hours had resulted in tensions. These conditions were corrected during the study of the situation.

6. Housing One project of 208 rental units is under construction, with F.H.A. approval and private financing.

Two other low-cost home-ownership projects are in the planning stage with F.H.A. approval and local private financing. Each project is for 200 homes with adequate play area, and all improvements.

All three projects are in accord with the school building program, City Planning Commission plans and are near transportation facilities.

7. The Louisiana Public Affairs Research Council, a non-partisan, privately financed agency, has asked the Sub-Committee on Welfare to work with them to re-write desertion and non-support laws for presentation to the next session of the State Legislature.

8. The Toy Loan Centers, a Chest agency operating centers in four underprivileged white neighborhoods, has opened a pilot center in one Negro neighborhood and is planning a third.

9. Though not entirely responsible for it, the Survey Sub-Committee on Housing has assisted in an effort of the City Planning Commission to work with the Parish Police Jury (County Commissioners) on a plan to extend City Building Codes and Regulations to cover a five-mile area contiguous to the city limits to prevent the erection of "slums of tomorrow".

NEGRO COMMUNITY SURVEY OF INDIVIDUAL DWELLINGS

ADDRESS_____ DATE_____

INFORMANT NAME_____ CANVASS AREA NO._____

[RELATION TO HOUSEHOLD HEAD]_____ INVESTIGATOR_____

	IBM COLUMN	DO NOT USE
1. BUILDING:		
a. Construction: Frame____ Brick____ Stucco____ Other (specify) ____ % of total % of neighborhood	8	
b. Type of Structure: Family: 1____ 2____ 3____ 4____ 6____ 8____ % of total % of neighborhood		
Larger Apt.____ Rooming House____ Other (specify)	9	
? [c. Age of building in years____] break down into categories % of each category by total, neighborhood	10-11	
d. Use of building: Residential____ Part Commercial____ Part Industrial____ % in neighborhood, % of total	12	
e. Number of feet front yard____ } To find out about "run" houses average in each neighborhood, or break down into categories + do % of each	13-14	
f. Number of feet back yard____	15-16	
2. DWELLING UNIT:		
a. Sanitation:		
Flush toilet: *Inside____ *Outside____; Privy____ None____	17	
Number of families using toilet facilities____	18	
Running water: *Inside____ Outside____ Well water____ Hot Water____	19	
Number of families using water supply____	20	
Bathing facilities: Bathtub or shower____ Portable bathtub only____ Shared facilities____		
None____	21	
Number of families using bathing facilities____	22	
Garbage Collection—times per week: 0____ 1____ 2____ 3____		
Are outside windows and doors screened? Yes____ No____	23	
b. Utilities:		
Heating: Gas____ Oil or kerosene stove____ Wood stove____ Fireplace____	24	
Lighting: *Electricity____ Gas____ Kerosene____ Other (specify)____	25	
Refrigeration: Electric____ Gas____ Ice Box____ None____	26	
c. Number of Rooms:		
Number of rooms in dwelling unit____	27	
Number of sleeping rooms____	28	
3. OCCUPANT(S) OF DWELLING:		
a. Occupant: Owner____ Renter____ IBM gets actual years	29	
b. Number of years occupant has lived in: Dwelling unit____	30-31	
City____ } Break down	32-33	
Parish____	34-35	
c. Total number of persons in family living in unit____	36-37	
Children under 5____	38	
Children 5 to 19____	39-40	
Adults____	41	
Number of children 5 to 19 employed____	42	
Number of adults employed____	43	
d. Number of persons in total household (all persons living in dwelling unit, including related family members, roomers, servants, and other unrelated persons regularly living there)____	44-45	
*e. Number of persons per room not asked investigator	46	
f. Average weekly income of household head: $____	47-48	

	IBM COLUMN	DO NOT USE
g. Occupation of head of household _____		
[Professional not used _____ Business _____ Trade _____ Skilled _____ Laborer _____]	49-51	
Average weekly income of family (includes all extra income) $ _____	52-53	
Does anyone in family receive a pension or other aid? Yes ____ No ____	54	
h. What is the rental per week? $ _____ Break down		
If dwelling is owned by the occupant, what is the estimated value of the dwelling unit? $ Break down	55-58	
4. TRANSPORTATION AND COMMUNICATION:		
a. Does occupant own an automobile? Yes ____ No ____	59	
b. Number of blocks to bus or trolley _____	60	
c. Is there a telephone in the dwelling unit? Yes ____ No ____		
If not, is there one in the building? Yes ____ No ____		
Has occupant applied for a telephone? Yes ____ No ____	61	
If no telephone in building, how many blocks to nearest public telephone? _____	62	
5. NEIGHBORHOOD:		
a. Residential _____ Part business _____ If one commercial enterprise Industrial _____	63	
b. Street: Paved _____ Unpaved _____; Sidewalks: Paved _____ Unpaved _____		
No sidewalks _____ Street lighted _____ Unlighted _____	64	
c. Distance to fire hydrant (by blocks) _____	65	
6. HEALTH:		
a. Any illness? Yes ____ No ____ Number of persons ill (To catch chronic illness)	66	
Father _____ Mother _____ Others _____	67	
b. Where cared for? Home _____ Hospital _____	68	
c. Any permanently or totally disabled? Yes ____ No ____ Old and feeble _____		
Paralyzed ____ Insane ____ Chest trouble ____ Handicapped or abnormal children ____	69	
7. EDUCATION:		
a. Can father read and write? Yes ____ No ____ Highest grade completed _____	70	
Can mother read and write? Yes ____ No ____ Highest grade completed _____	71	
b. Number of children in family:		
6 to 16 _____	72	
Number in school _____	73	
Number not in school _____	74	
16 to 21 _____	75	
Number in school _____	76	
Number not in school _____	77	
c. Members of family attending. Trade school _____ Adult Education Classes _____		
College _____ Other (specify) _____	78	
d. Is daily newspaper read regularly? Yes ____ No ____		
e. Is there a radio in working order in unit? Yes ____ No ____	79	
8. RELIGIOUS AFFILIATION:		
a. Church attendance: Regularly _____ Occasionally _____ None _____	80	

Coded by _____ Key punched by _____

Coding Checked by _____ Key verified by _____

THE

MILAM STREET BRANCH

YWCA

PURPOSE

"To build a fellowship of women and girls devoted to the task of realizing in our common life those ideals of personal and social living to which we are committed by our faith as christians.

In this endeavor we seek to understand Jesus, to share His love for all people, and to grow in the knowledge and love of God.

SHREVEPORT, LOUISIANA

THE Y.W.C.A.

The YWCA is a part of the world in which it has lived;

The YWCA id functioning in sixty-five countries overseas;

The YWCA is a membership organization;

The YWCA is an international organization;

The YWCA is an organization with a Christian purpose;

The YWCA belongs to its members and their friends---both male and female;

The Association idea began in the middle of the nineteenth century;

Student YWCA organizations functions on college campuses;

The YWCA Junior members are called Y-Teens;

The YWCA'S future rests in the growth of it's Y-Teen and Young Adult groups;

The YWCA'S young adults operate in the Business, Professional and Industrial Girls' Clubs;

The YWCA sponsors YW Wives and Home Makers groups;

The YWCA develops women leaders; it reflects community life; it is concerned with legislation: locally, nationally and abroad.

THE NATIONAL YWCA MOTTO

"I am come that they might have life and have it more abundantly." (John 10:10).

D O Y O U K N O W

That it is your "Y" --- operating for you?

That YOU may help build YOUR "Y" by becoming a member?

That your club or group may use the "Y" as the center of its activities?

That you may come to the YWCA for information, help in finding a place to live, to meet friends, for recreation, to use a typewriter, to use the piano?

That the Milam Street Branch YWCA functions in local national and world relationships?

That the Milam Street Branch YWCA has 27 clubs for Y-Teens, operating in 21 schools?

That the "Y" sponsors a Basketball Team that is open to all teen-agers who wish to play?

That the Y-Center Reading Club meets the third Thursday of each month?

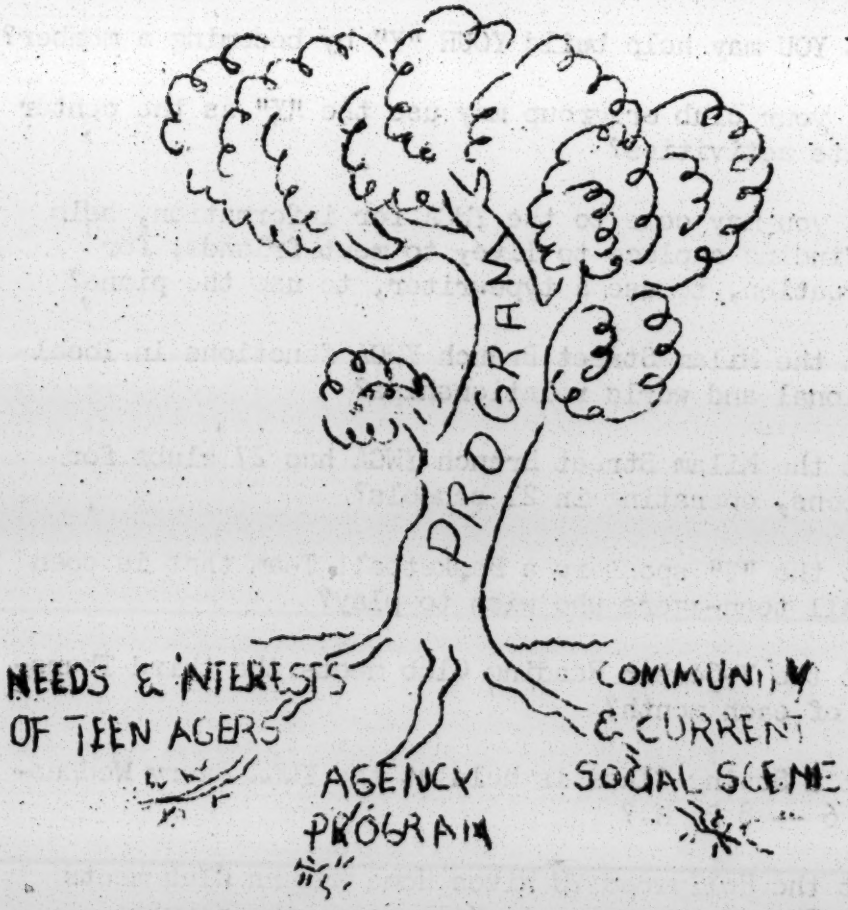
That a Sewing Class is held at the YWCA every Wednesday 6 -- 8 P. M.?

That the Hollywood YW Wives Home Makers Club meets each Thursday evening in Hollywood; the Elamito Terrace YW Wives Hobby Club meets each second and fourth Friday; the Branch YW Wives Hobby Club meets each second and fourth Monday?

That the Y-Teens distributed baskets to the less fortunate and aged during the Thanksgiving season?

****

Our look toward the future is built on His promise: "They that wait upon the Lord shall renew their strength....."



The Program Tree

-by miss florence C. E. Anderson

NEGRO COMMUNITY SURVEY OF INDIVIDUAL DWELLINGS

CODE

General Coding Instructions:

1. Codes are written in the DO NOT USE column of each questionnaire. Enter the code for each question or collective questions in the blank to the right of the IBM column number corresponding to the question.
2. For any questions which have not been answered, enter an "X" in the code space for the question.

	IBM Column
1. BUILDING	
a. Construction	8
Frame ---------- 1	
Brick ---------- 2	
Stucco ---------- 3	
Lean-To, Shack ---------- 4	
b. Type of Structure	9
Family 1 ----- 1	Family 8 ----- 6
Family 2 ----- 2	Larger Apt. -- 7
Family 3 ----- 3	Rooming House- 8
Family 4 ----- 4	Other -------- 9
Family 6 ----- 5	
c. Age of Building	10-11
Actual years - maximum, 2 digits How do these tabulate?	
d. Use of Building	12
Residential ---------- 1	
Part Commercial ---------- 2	
Part Industrial ---------- 3	
e. Feet Front Yard	13-14
Less than 100 ---------- Actual number	
More than 100 ---------- R, tens and units numbers	
(Example: 175 feet, Code: R75)	
f. Feet Back Yard	15-16
Less than 100 ---------- Actual number	
More than 100 ---------- R, tens and units numbers	
(Example: 102 feet, Code: R02)	

IBM Column

2. DWELLING UNIT

a. Sanitation

Toilet facilities — 17

Flush Toilet Inside ----- 1 Privy ----- 3
Flush Toilet Outside ---- 2 None ----- 4

Families using toilet facilities — 18

Less than 10 ------ Actual number
10 or more ------ R, units number

(Example: 14 families, Code: R4)

Water Supply — 19

Running water inside ------ 1 R.W. inside,hot water -- 4
Running water outside ----- 2 R.W. outisde,hot water - 5
Well water ---------- 3 Well water, hot water -- 6

Families using water supply — 20

Less than 10 ---------- Actual number
10 or more ---------- R, units number

(Example: 10 families, Code: R0)

Bathing facilities — 21

Bathtub or shower ---------- 1
Portable bathtub only --------- 2
Shared facilities ---------- 3
None ---------- 4
Bathtub or Shower, shared ----- 5
Portable bathtub only, shared - 6

Families using bathing facilities — 22

Less than 10 -------- Actual number
10 or more ---------- R, units number

(Example: 12 families; Code: R2)

IBM Column

Garbage collection - Windows and Doors screened 23
(These two questions are combined into one Code)

Garbage Collection	Windows, Doors Screened	Code
0	Yes	1
0	No	2
1	Yes	3
1	No	4
2	Yes	5
2	No	6
3	Yes	7
3	No	8

b. Utilities

Heating 24

Gas ---------- 0
Oil or kerosene stove ---------- 1
Wood stove ---------- 2
Fireplace ---------- 3
Gas and Oil or kerosene stove ----- 4
Gas and wood stove ---------- 5
Gas and Fireplace ---------- 6
Oil or kerosene and wood stove ---- 7
Oil or kerosene and Fireplace ----- 8
Wood stove and Fireplace ---------- 9

Lighting 25

Electricity ---------- 1
Gas ---------- 2
Kerosene ---------- 3
Other ---------- 4
Electricity and Gas ---------- 5
Electricity and kerosene ---------- 6
Gas and kerosene ---------- 7

Refrigeration 26

Electric ---------- 1
Gas ---------- 2
Ice Box ---------- 3
None ---------- 4

c. Number of Rooms 27

Number of rooms in dwelling unit

Less than 10 ---------- actual number
10 or more ---------- R, units number
(Example: 11 Rooms; Code: R1)

Number of Sleeping Rooms 28
Actual Number

	IBM Column
3. OCCUPANT(S) OF DWELLING	
a. Occupant Owner ---------- 1 Renter ---------- 2	29
b. Number of years Occupant has lived in	
Dwelling Unit Actual Years	30-31
City Actual Years	32-33
Parish Actual Years	34-35
c. Total persons in family living in Unit Actual number	36-37
Children under 5 Actual number	38
Children 5 to 19 Actual number	39-40
Adults Actual number	41
Children 5 to 19 employed Actual number	42
Adults employed Actual number	43
d. Number of persons in total household Actual number	44-45
e. Persons per room Actual number	46
If no figure is entered in this space, number of rooms in dwelling unit (2c) divide total persons (3d) equals persons per room.	

	IBM Column
f. Weekly income of household head	47-48
Less than $100 ---------- Actual whole dollars $100 or more ---------- R, tens and units numbers (Example: $115; Code: R15) Use whole dollars only. If an amount contains $.50 or more, increase to the next highest dollar. If an amount contains less than $.50, drop, and use whole dollars figure.	
g. Occupation of head of household	49-51
Refer to separate code listing	
Average weekly income of family	52-53
Less than $100 ---------- Actual whole dollars $100 or more ---------- R, tens and units numbers (Example: $128; Code: R28) Use whole dollars only. If an amount contains $.50 or more, increase to the next highest dollar. If an amount contains less than $.50, drop, and use whole dollars figure.	
Anyone in family receiving pension or other aid	54
Yes ----- 1 No ----- 2	
h. Only one of these questions should have an entry. Use question 3a for reference if both have been filled in in error.	55-58
If occupant is renter, rental per week Actual dollars and cents If occupant is owner, estimated value of dwelling unit Less than $10,000 ----- Actual whole dollars $10,000 or more ------- R, thousands, hundred, tens, and units numbers (Example: $10,500; Code: R0500)	
4. TRANSPORTATION AND COMMUNICATION	
a. Automobile ownership	59
Yes ----- 1 No ----- 2	

IBM Column

4. TRANSPORTATION AND COMMUNICATION (con'd)

b. Number of blocks to bus or trolley — 60

Less than 1 block ---- 0	5 to 6 blocks ------ 5
1 to 2 blocks-------- 1	6 to 7 blocks ------ 6
2 to 3 blocks -------- 2	7 to 8 blocks ------ 7
3 to 4 blocks -------- 3	8 to 9 blocks ------ 8
4 to 5 blocks -------- 4	9 or more blocks --- 9

c. The first three questions which concern (1) telephone in dwelling unit, (2) telephone in building and (3) occupant's application for telephone, are combined into one code. — 61

Telephone in Dwelling Unit	Telephone in Building	Occupation's application for telephone	Code
* Yes			1
No	Yes	Yes	2
No	Yes	No	3
No	No	Yes	4
No	No	No	5

* If question 1 of this group has been answered "Yes", no answer is required for 2 and 3; both 2 and 3 should then be coded "X".

If question 2 has not been answered, in many cases, it is possible for coder to answer by reference to question 1b.

Number of blocks to nearest public telephone — 62

Less than 1 block ---- 0	5 to 6 blocks ----- 5
1 to 2 blocks -------- 1	6 to 7 blocks------ 6
2 to 3 blocks -------- 2	7 to 8 blocks ----- 7
3 to 4 blocks -------- 3	8 to 9 blocks ----- 8
4 to 5 blocks -------- 4	9 or more blocks -- 9

5. NEIGHBORHOOD

a. Type — 63

Residential ------ 1
Part Business ---- 2
Industrial ------- 3

b. Condition of Streets, Sidewalks and Street Lighting — 64

Street	Sidewalks	Street Lighting	Code
Paved	Paved	Lighted	1
Paved	Paved	Unlighted	2
Paved	Unpaved	Lighted	3
Paved	Unpaved	Unlighted	4
Unpaved	Paved	Lighted	5
Unpaved	Paved	Unlighted	6
Unpaved	Unpaved	Lighted	7
Unpaved	Unpaved	Unlighted	8

IBM Column

5. NEIGHBORHOOD (con'd)

c. Distance to Fire Hydrant — 65

½ block or less	1	3 blocks	5
1 block	2	4 blocks	6
1½ blocks	3	5 blocks or more	7
2 blocks	4		

6. HEALTH

a. Any illness; number ill — 66

Any Illness	Code
No	0
Yes	Actual number of persons ill

Father, Mother, others ill: — 67

Father	1	Father, Others	5
Mother	2	Mother, Others	6
Others	3	Father, Mother, Others	7
Father, Mother	4		

b. Where cared for — 68

Home	1
Hospitals	2

c. Types of disabilities — 69

None	0
Old and feeble	1
Paralyzed	2
Insane	3
Chest trouble	4
Handicapped or abnormal children	5
Old and feeble, paralyzed	6
Old and feeble, insane	7
Old and feeble, chest trouble	8
Old and feeble, handicapped or abnormal children	9
Paralyzed, insane	R1
Paralyzed, Chest trouble	R2
Paralyzed, handicapped or abnormal children	R3
Insane, chest trouble	R4
Insane, handicapped or abnormal children	R5
Chest trouble, handicapped or abnormal children	R6

IBM Column

7. EDUCATION

a. Education of father — 70

Can Father read and write?

No ---------- 0

If answer is "Yes", code by highest grade completed

4th grade or less	1	11th grade	5
5th - 6th grade	2	12th grade	6
7th - 8th grade	3	1 year college	7
9th - 10th grade	4	2-3 years college	8
		4 years college or more	9

Education of Mother — 71

Can Mother read and write?

No ---------- 0

If answer is "Yes", code by highest grade completed

4th grade or less	1	11th grade	5
5th - 6th grade	2	12th grade	6
7th - 8th grade	3	1 year college	7
9th - 10th grade	4	2-3 years college	8
		4 years college or more	9

b. Children in family

6 to 16 — 72

Less than 10 ---------- Actual number
10 or more ---------- R, units number

(Example: 11 children; Code: R1)

Number in school 6 to 16 — 73

Less than 10 ---------- Actual number
10 or more ---------- R, units number

Number not in school 6 to 16 — 74

Less than 10 ---------- Actual number
10 or more ---------- R, units number

16 to 21 — 75

Actual number

IBM Column

Number in school 16 to 21 — 76

Actual number

Number not in school 16 to 21 — 77

Actual number

c. Members of Family attending Trade School, Adult Education classes, other classes: — 78

None ---------- 0
Trade School ---------- 1
Adult Education Classes ---------- 2
College ---------- 3
Other ---------- 4
Trade School, Adult Education classes ---- 5
Trade School, College ---------- 6
Trade School, Other ---------- 7
Adult Education Class, College ---------- 8
College, Other ---------- 9

d. Daily newspaper read regularly — 79
e. Radio in working order
These two questions are combined into one Code

Newspaper	Radio	Code
Yes	Yes	1
Yes	No	2
No	Yes	3
No	No	4

8. RELIGIOUS AFFILIATION

a. Church attendance — 80

Regularly ---------- 1
Occasionally ------- 2
None ---------- 3

1. Law enforcement — committees are working & 2 young married women lawyers are devoting part time to the job — Have found that shortage of records is appalling got FBI to get records from New Orleans — photostatic copies came this way

2. Welfare — Fact finding almost done (?)

3. Recreation — Fact-finding done, report underway
4. Housing — Waiting on census data — much of the material is in the house-to-house canvas
5. Education — Caddo Parish school study done by Peabody Team
6. Health + Medical Care —
7. Employment — have worked some with dept of soc security — no chairman yet

9. Transportation —

10. Gov — waiting on census data — Have gotten some legals preliminary to publication.

11. Religion — just decided to include

Questions (blocks 1, 2, 4, 5) totals, by neighborhood,
by owner + renter (3a)